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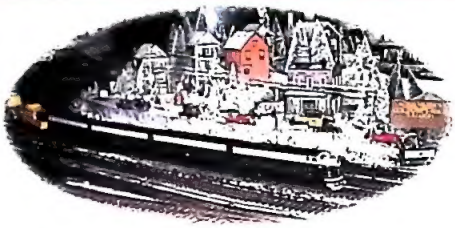

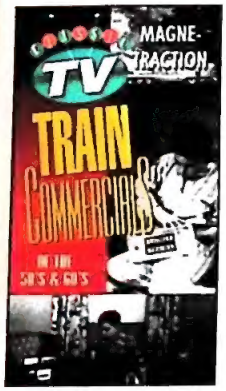

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MAG6

UP AC6000CW 7001, on GE's test track in Harborcreek, Penn., on August 22, 1996, is one of the first to contain GE's new 6000-h.p. prime mover from Duetz MWM of Germany. The UP ordered ten of the 6000-h.p. monsters and will inherit three more as part of the SP merger. As new 6000-h.p. prime movers are available, UP's 4400-h.p. AC4400CW Convertibles will be upgraded to 6000 traction horsepower.

ABOVE and BELOW: KODACHROMES / MIKE HOPPE

COLOR PRINT: ALEXANDER D. MITCHELL IV

THE FIRST CSX AC6000CW debuted in the roundhouse of the B&O Railroad Museum in Baltimore, Maryland, on September 13, 1996 (**left**). CSX 602, *"The Spirit of Maryland,"* is one of 53 6000-h.p. units ordered from GE by CSX. The units will be assigned numbers 600-652. CSX 600 was built in December 1995 but languished outside the GE Erie shop for several months without a prime mover (**above**) while GE completed testing the new Duetz 7HDL16 engine.

RAILNEWS

KODACHROME: DAN MUNSON

THE NEW BNSF "NORTHERN LINES" IMAGE has been applied to former Cascade green GP38-2 2099 by MidAmerica Car in Kansas City, Mo., where it was on September 6, 1996. BNSF GP38-2 2094 is being similarly attired at VMV, and the two units have experimental Positive Train Separation (PTS) equipment installed to prevent collisions.

KOACHROME: DAVID J. MERIDEW

CANADIAN NATIONAL's NEW SD75I's are in now regular service in the Thompson and Frazier River canyons in British Columbia. CN 5648 was westbound at Wrexham Tunnel near Lytton, B.C., on August 16, 1996 (**right**). CN has ordered 175 of the "Whisper Cab"-equipped SD75I's from GMDD in London, Ontario. Deliveries will run through 1999.

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1906 1996

MPA

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From the Publisher's desk: One Spots

In the days of steam the Pennsylvania Railroad was unique in its locomotive numbering system. There was no apparent rhyme or reason to its system, and two locos in any one class could be 5000 numbers apart. The honor of bearing Pennsy's No.1 fell to a grimy 2-8-0. On other roads, the low number was often found on a 4-4-0 or a switching loco, but there were notable exceptions.

I photographed a northbound Illinois Central passenger train roaring through Memphis behind IC No.1, a 4-6-4, rebuilt in the Paducah Shop from a drag-era Lima 2-8-4. Flipping through my negative file I found some steam "One Spots," among them a Virginia Blue Ridge 2-8-0, a Crowell Lumber Co. Shay, a Red River & Gulf Shay, a Union Electric 0-4-0T, Mount Washington Cog Railway's *Mount Washington* and a Southern New York Climax.

The Milwaukee Road started its numbering all over when Alco built their four streamlined *Hiawatha* Atlantics, Nos.1-4, in 1938 — and then the railroad did the same thing all over again in December 1968 when it received its last new main line passenger locomotives: FP45s 1-5.

There have been many other "One Spot" diesels, mostly switching types. Rock Island had an *Aerotrain* diesel with that number, as did Springfield Terminal's 44-tonner; a Lehigh & Hudson River RS3; an Amtrak SW8; a Burlington Northern F9A2; a Chattahoochie Industrial GP10; a Corydon Scenic 44-tonner; an Eastman Chemical SW1500; an Elk River GP10;a Great River S1; a Hartford & Slocum S1; a Kelly's Creek & Northwestern MP15DC; a Knox, Kane & Kinzua 50-tonner; a Logansport & Eel River GE 50-tonner; a Louisville, Newport & Corydon 4-ton; a Metra SW1; a Midland 25-ton; a Moscow, Camden & San Augustine SW1200; a Muncie & Western 65-tonner, a Northwestern Oklahoma 44-tonner; Pearl River Valley 65-tonner; a Puget Sound & Snoqualmie H12-44; a San Manuel Arizona RS3; a South Buffalo GM slug; a South Branch Valley S1; a Texas State 45-tonner; a Texas Transportation Co. B-W 50-ton electric; a Union SW1500 and a Wisconsin Central SW1. One of CSX's new AC4400CW's carries the dignified digit.

No doubt there have been additions and deletions. Not included are many One Spots at railroad museums, some of which are famed in railroad lore. Southern Pacific's 1863 *C.P. Huntington* 4-2-4 has been meticulously restored and is seen at the California State Railroad Museum in Sacramento. Clinchfield's One Spot was a 4-6-0 that was used on many excursions in the late 1960s and early 1970s. It now resides in the B&O Railroad Museum in Baltimore. Also in the B&O Museum is *American Freedom Train* 4-8-4 No.1, originally Reading 2101.

Numbers change constantly. Amtrak's new Dash 8-42BP's will be numbered 1-98, indicating that Amtrak's old SW8 has either been renumbered, sold or scrapped. Many railroads had a number of One Spots over the years.

It sorta makes you one-der, doesn't it?

RAILFAN & RAILROAD

DECEMBER 1996/VOL.15 NO.12
RAILROAD / founded 1906 / vol. 118 no.9

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COVER

The First Place winner in our 1996 Cover One Contest is Les MacDonald of Conway, New Hampshire, with this chillingly colorful image of Conway Scenic's FP9 6516 crossing Stoney Brook near Bartlett Village, N.H., in December 1995. Les won the Cover One Contest in 1992 and 1994, as well, and had a number of additional potential winners in his submissions. The Second Place and Runners-Up are shown and described in MARKERS, beginning on page 60. Fuji Velvia by Les MacDonald.

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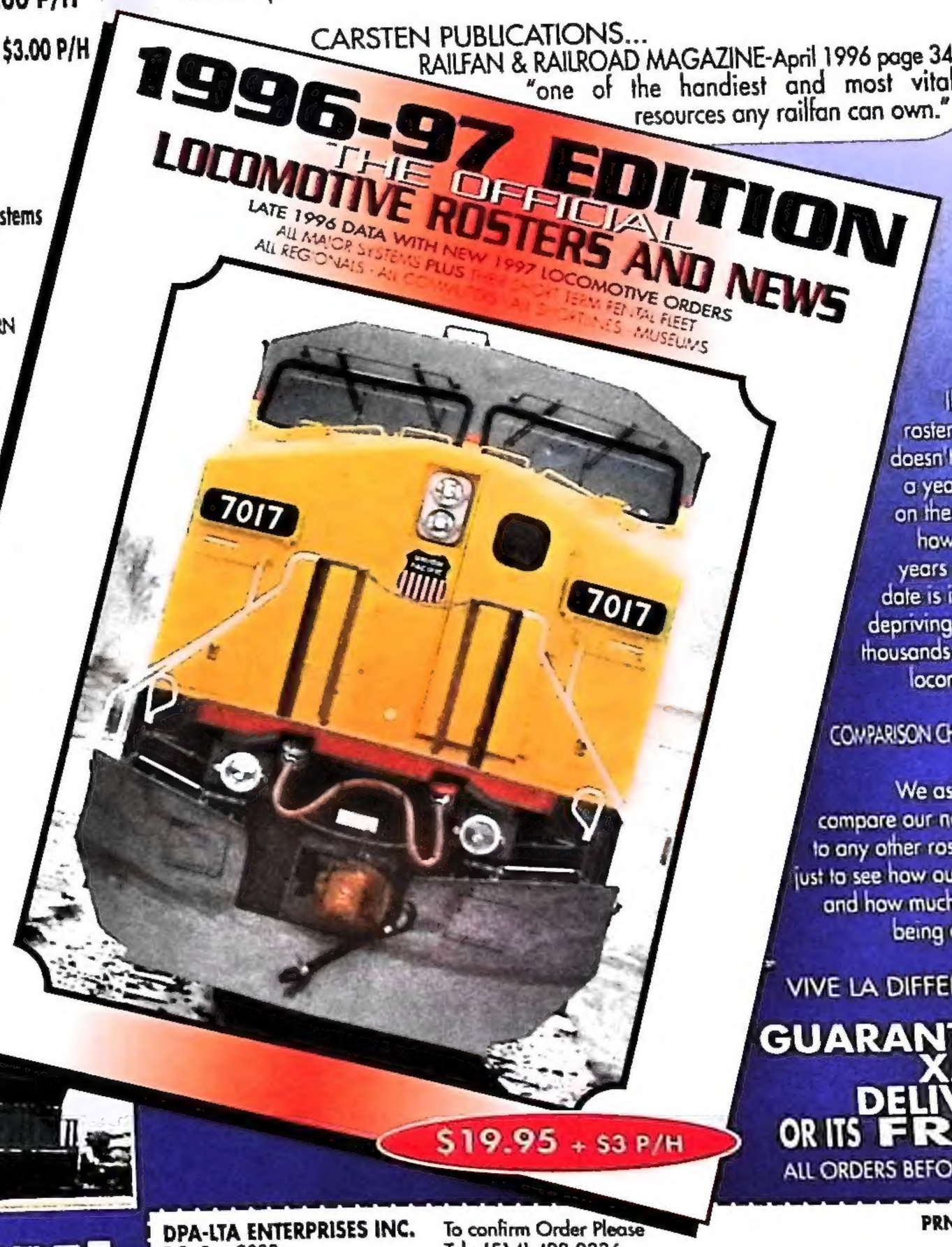

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FANMAIL

1906 issues and Katz

Thanks for the "plugs" in the October 1996 issue about my contribution of Volume 1, Numbers 1 and 2 of THE RAILROAD MAN'S MAGAZINE to you folks.

Actually, this happened so long ago that I almost forgot about it. The magazines came from the C.W. Witbeck estate, if I can recall correctly.

Also, let me say how much I enjoy Curt Katz's RAILFUN cartoon. This month's was also great. Please send me an application for the Kodachrome Technical & Historical Society. I learned to appreciate the stuff years ago after looking at Bill Witbeck's faded slides, none of which were in yellow boxes. I propose the slogan for the KT&HS, "If it ain't in a yellow box, it ain't slide film."

Give this guy Katz a raise.

LOUIS R. SAILLARD
Baton Rouge, La.

In the Navy ...

I'm a longtime fan of RAILROAD Magazine and always appreciate when you bring old memories back to us RAILFAN readers.

I also collect postcards, especially of railroad and Navy subjects (I'm a Navy veteran). So when I found this old postcard of sailors holding THE RAILROAD MAN'S MAGAZINE I thought it combined both subjects best.

The notation on the back of the card states "Executing the cook" aboard the *U.S.S. Merrimac*, probably about 1910.

JIM HENRY
Waverly, Ohio

October 1906

When I used to frequent Manhattan nearly four decades ago, I would visit Freeman Hubbard every once in a while to complain about his republishing material that was already in my library. No wonder people wouldn't buy his RAILROAD Magazine.

But I do not protest your republishing material from October 1906. It is kind of nice to be able to casually read a magazine in bed or at the kitchen table without the disaster of spilling coffee on it.

You and Hal both got it wrong as to when RAILROAD MAN'S MAGAZINE "died." The word "Stories" appeared on the covers in 1931, but it was February 1932 before the first issue of RAILROAD STORIES appeared. From an editorial point of view, those early issues shed a lot of light on our culture and mores.

I think I read in *Locomotive & Railway Preservation* magazine a quote by historian John H. White that RAILROAD MAGAZINE's 1929-1954 issues are the most significant contribution to U.S. railroading paper material that exists. I agree but have lately been reevaluating the 1906-'19 series in that same light.

RMM was published weekly for a few months in 1918 and 1919 before it died. How would you like to maintain that pace with R&R today?

A copy of the October 1906 issue recently changed hands for $100, or 1000 times the cover price. Do you think the October 1996 R&R will *ever* fetch $3,500?

I have original copies of RAILROAD except November and December 1906, March 1911, August 1912 and January and September 1913. Fortunately, none of them bound. I make full color replacement covers, front and rear, for collectors on a non-profit basis. Interested readers can contact me.

Thanks for dusting off a real railroading priceless gem.

ALDEN H. DREYER
91 Reynolds Road
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Old photo, not Young's

Re: October 96 R&R. I really enjoyed the excerpts from issue No.1 of THE RAILROAD MAN'S MAGAZINE. Let me put in my vote for more of those ancient but savory goodies.

My main reason for penning this missive (note no computer or e-mail from deepest West Virginia) is to correct an error on page 23 of that issue under the review for the *1997 Railway Calendar* from the Lackawanna & Wyoming Valley NRHS — I can't take credit for the "snow bound streetcars in Wilkes Barre" photo. I suspect it should be credited to Ed Miller. I never saw trolleys run in that part of the world. The others mentioned I do recognize as mine, though, and "thank y'all fer mentionin' them."

Keep up the good work — I always look forward to "next month's" R&R for the R&R it provides.

J.J. YOUNG, JR.
Charleston, W.Va.

The L&WV Chapter calendar contains photos by Ed Miller, J.J. and others and is quite good. We can forgive them a swapped photo credit — S.B.

O, little mill of Bethlehem

In the October 1996 MARKERS column on page 62 you state "... around the recently closed Bethlehem Steel mill ... ." The steel plant is *not* closed. It is still operating, although much smaller than it was for a long time.

CHOO CHOO CHARLIE
Nazareth, Pa.

A tunnel never built

I enjoyed your reprint of the October 1906 THE RAILROAD MAN'S MAGAZINE and your accompanying article. But there is an error in both.

Frank MacDonald implied in his 1906 article on David Moffat, and you have quoted in your article, that the "nearly three-mile

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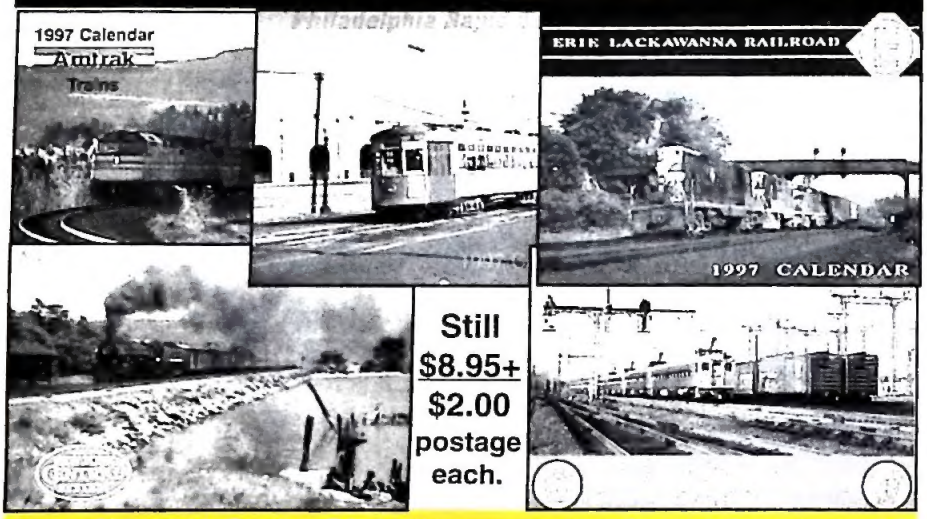

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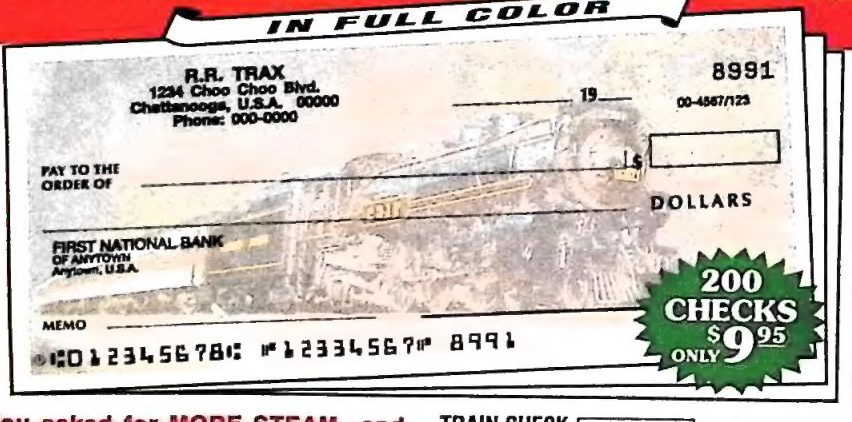

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long" Front Range Tunnel was completed under Rollins Pass.

While this 2.6-mile long tunnel was planned and discussed for many years, it never was built due to constant difficulties in getting financing. It was not until the completion of the Moffat Tunnel in 1928 that the Divide was penetrated with a tunnel at Rollins Pass. As a result, the Denver, Northwestern & Pacific (later reorganized as the Denver & Salt Lake) fought a never-ending battle with snow over the winding route over Corona (Rollins) Pass — the costs of which surely led to further financial difficulties.

Good sources for this information may be found in *Rails That Climb* by E. Bollinger, and *The Moffat Tunnel, A Brief History* by C. Albi and K. Forrest, and information can also be found at the Colorado Railroad Museum in Golden and at the Rollins Pass Restoration Association.

RICHARD L. ULRICH
Marinette, Wisc.

What about Raton?

Brian Jennison is half right when he writes that Tennessee Pass at an elevation of 10,250 feet and a grade of three percent is the highest and steepest main line grade in North America.

What happened to Raton Pass on the old Santa Fe? The eastbound grade is 3.3% and the westbound 3.5%.

HENRY KORMAN
Longview, Wash.

Actually, we should have better worded that "steepest" comment, as it also didn't take into account grades like Saluda — M.D.

Empire enthusiasm

I do not usually become terribly enthused about overseas articles, but "Wisconsin Central's British Empire" in September's R&R was especially worthwhile — it was both interesting and educational.

E. EVERETT EDWARDS
Doylestown, Pa.

TIMETABLE

RAILFAN EVENTS

UNION PACIFIC EXCURSIONS IN THE OZARKS will operate on the following dates. Motive power will be UP 4-8-4 844 except where noted. For details, contact: Pacific Limited, P.O. Box 27081, Salt Lake City, UT 84127-0081; 801/355-5871; Fax 801/355-8023.

October 22 Council Bluffs, Iowa, to St. Louis, Missouri, *deadhead move.* **October 23** layover in St. Louis. **October 24** St. Louis to Poplar Bluff one way. **October 25** Poplar Bluff to Little Rock, Arkansas. **October 26** Little Rock to Russelville with E9s. **October 27** Little Rock to Bald Knob. **October 28** Display for UP employees at Jenks Shops. **October 29** Little Rock to Branson, Missouri, via Missouri & North Arkansas with E9s, 844 w/ freight heads home via Van Buren. **October 30-31** layover in Branson. **November 1** Branson to Kansas City with E9s.

20TH CENTURY RAILROAD CLUB, 329 W. 18th Street, Suite 902, Chicago, IL 60616 (312/829-4500) invites the public to join them on their 25th Anniversary year trips.

November 5-9, motorcoach tour from Chicago to Branson, Mo. Ride Branson Scenic Railway, White River Eagle.

December 7-8, Chicago to Fort Madison, Iowa, via the *Southwest Chief.*

December 27-January 1, Chicago to Washington, D.C., and Williamsburg, Va., via Amtrak.

EAST ELY, NEVADA, November 9-10. Photographers Special on the Nevada Northern. Two steam locomotives, passenger and freight consist, numerous runbys. Tickets $285 includes box lunch and barbecue. Tickets/information from Nevada Northern Railway Museum, P.O. Box 150040, East Ely, NV 89315; 702/289-2085.

THE CHARLIE RUSSELL CHEW-CHOO dinner train will operate over a 28-mile route between Kingston and Denton,

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NS DIESELS, THE SOUTHERN Volume 1

Beginning with '70's views of Alco RS2's and RS3's, EMD "F" Units and a Fairbanks Morse motor car, we step forward to the late 1980's.

Covered are the Alabama and Georgia Divisions of the Southern, with rails of the old Central of Georgia, Western & Atlantic and Georgia, Southern & Florida, and action around Chattanooga highlighted.

60 min. 99% color $37.95 Add $3.95 for S.& H.

Volume 2

North of the Tennessee River, Southern Railway action is continued on the Kentucky Division, with special emphasis on the famous "Rat Hole".

Also spotlighted is the Eastern Division and the French Broad River area.

Fans of the Southern will not be disappointed with these great tapes.

60 min. 99% color $37.95 Add $3.95 for S.& H.

N&W+SOU=NS DIESELS

This super show illustrates the diesel power history of the Norfolk Southern. We begin with old films of 1st gen. units of the Southern and Norfolk & Western, plus Central of Georgia, Live Oak, Perry & Gulf, Georgia Northern, Georgia & Florida, Wabash, Nickel Plate and more.

Mid 80 s system-wide action follows, with a large segment devoted to Saluda Mountain.

60 min. 99% color $37.95 Add $3.95 for S.& H.

DELAWARE & HUDSON '89 Part I

Beginning with D&H steam and Alco PA action, the NYS&W's operation of the Delaware & Hudson is shown with a background of beautiful autumn colors.

61 min. 99% color $37.95 Add $3.95 for S.& H.

Part II

Continuing, the NYS&W B40-8's are featured with an in-cab ride up Belden Hill. Included is non-stop action with a tremendous variety of power units and cars.

61 min. 100% color $37.95 Add $3.95 for S.& H.

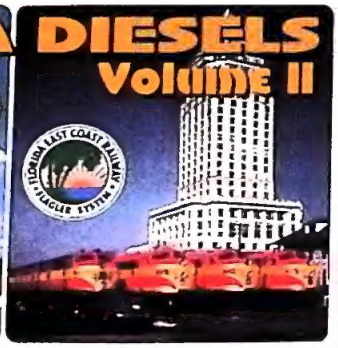
FLORIDA Volume I

A study of past and present railroading in Florida, this show spotlites the Seaboard System, Amtrak and Auto Train, and includes vintage scenes of Seaboard Air Line and Atlantic Coast Line trains, plus Named trains powered by Pennsy, Illinois Central and RF&P Diesels.

A must-see for Florida fans.

60 min. 100% color $37.95 Add $3.95 for S.& H.

DIESELS Volume II



The continuation of Part I, the Florida East Coast Rwy. is featured with operations from one end of Florida to the other, plus some vintage film footage of red, yellow and silver diesels in freight and passenger duty. Also included are some Southern Railway and Short Lines in the State.

Don't miss this super show.

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CSX DIESELS THEN AND NOW

Starting with 22 min. of old films covering units of the Baltimore & Ohio, Chesapeake & Ohio, Seaboard Air Line, Atlantic Coast Line, Seaboard Coast Line, Atlanta & West Point, Louisville & Nashville, Georgia Railroad and more, this terrific show continues with late 1980's fast-moving scenes on former Seaboard, C&O, B&O, and L&N lines, systemwide.

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Montana, on the following dates: November 16, December 7, 14, 21 and 31 and February 14. Information: Main Connection Travel, P.O. Box 1123, Lewistown, MT 59457; 406/538-2527 or 800/735-7886.

PHILADELPHIA, PENNSYLVANIA. November 24. PCC streetcar charter covering all of SEPTA's Route 23, the longest streetcar line in North America. Departs Germantown carbarn at 10am, fare $25. Tickets/information: Wilmington Chapter NRHS, c/o Steve Barry, P.O. Box 226, Newton, NJ 07860, 201/300-9246

WINNSBORO (ROCKTON), SOUTH CAROLINA, November 30, December 1 and 7. Train rides with Santa Claus at the South Carolina Railroad Museum. Trains run from 9.30am to 3:30pm. Details from SCRM, P.O. Box 7246, Columbia, SC 29202-7246, 800/968-5909, 704/393-0335 or 803/957-7122.

WILMINGTON (GREENBANK), DELAWARE, December 7. Night photo mixed train over the Wilmington & Western using ex-Mississippi Central 4-4-0 No.98. Photo opportunities at multiple locations, lighting by Steve Barry. Trip departs 6pm. Tickets $35 from Tom Gears, 2720 Newport Gap Pike, Wilmington, DE 19808; information phone 302/892-2473; E-mail tgears@dca.net.

HAGERSTOWN, MARYLAND, December 7. Excursion over former Western Maryland "Dutch Line" to Hanover, Penn., using MARC equipment. Fare $40 adults, $35 seniors, $25 children ages 4-12 from Hagerstown Roundhouse Museum, P.O. Box 2858, Hagerstown, MD 21741. Information: 301/739-4665.

TRAVERSE CITY, MICHIGAN, December 20-January 5. 6th Annual "Festival of Trains" at the City Opera House, an historical review of the train industry in the Grand Traverse region. Hours are 10am-6pm daily except Dec. 25, admission $3.50 adults, $1.50 children. Information: 616/922-2070.

INTERNATIONAL TOURS

S&S TOURS, 865 El Camino Real, Sierra Vista, AZ 85635 (520/458-6365 or 800/499-5685) is sponsoring the following foreign rail tour:

Mexico's Copper Canyon by Rail, February 19-26. Steam and spectacular vistas.

RAILROADIANA MEETS

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12 unless noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

November 9-10 Pennsauken, N.J., the South Jersey Expo Center.
November 16-17 Monroeville, Pa., Pittsburgh Expo Mart.
November 23-24 Wilmington, Mass., Shriners Auditorium.
November 23-24 Novi, Mich., Expo Center ($6 adults).
November 30-December 1 West Springfield, Mass., Eastern States Expo Hall.
December 7-8 Timonium, Md., Fairgrounds.
December 14-15 Fort Washington, Pa., Expo Center.
December 14-15 Pomona, Calif., Fairplex.
December 28-29 West Palm Beach, Fla., South Florida Fairgrounds.

NORTH HAVEN, CONNECTICUT, November 8-9. New Haven Railroad Historical & Technical Association Train Show at the Holiday Inn, Route 5, Exit 12 off I-91, Friday 7pm-?, Saturday 9am-3:30pm. Admission $3 adult, $5 family. Information: John Kasey, 252 Nichols Avenue, Stratford, CT 06497; 203/378-0373 evenings.

FORT WORTH, TEXAS, November 9-10. Holiday Train Show at the Will Rogers Memorial Center, 1 Amon Carter Square, 10am-5pm. Admission $5, under 12 free. Information: Russ Covitt, 5560 Rice Drive, The Colony, TX 75056; 214/625-4012.

WESTPORT, CONNECTICUT, November 10. The Southern Connecticut Model Train and Railroad Artifact Show & Sale at Staples High School Field House, 70 North Avenue, 9am-4pm. Admission $5 adults, under 12 free. Information: Ross Rosenberg, Box 714, Harrison, NY 10528; 914/967-7541.

STROUDSBURG, PENNSYLVANIA, November 16. Fall Pocono Train Show sponsored by Pocono Mountains Chapter NRHS at Stroudsburg High School, 1100 West Main Street, Exit 48 off I-80, 9am-2pm. Admission $3.50 adults, children under 12 free. Information: John Lutz, Train Show Chairman, P.O. Box 293, Cresco, PA 18326-0293.

KENT, WASHINGTON, November 16. Boeing Employees Model Railroad Club Annual Swap Meet at Kent Commons, 525 4th Avenue, 10am-4pm. Admission $3, under 12 free with adult. Information: Ed Sherry, 22006 12th Avenue S., DesMoines, WA 98198; 206/878-5968.

WESTPORT, MASSACHUSETTS, November 17. Rail-a-Rama XXII sponsored by Mystic Valley Railway Society at White's Hospitality Center, Routes 24 and 195 exit 9 to Route 6, 10am-4pm. Admission $2 adults, $1 children 5-12, under 5 free. Information: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; 617/351-4445.

PARSIPPANY, NEW JERSEY, November 17. Tri-State Railway Historical Society Train Show at the Parsippany P.A.L., 33 Baldwin Road (just off Route 46), 9am-3pm. Admission $4 adults, $3 children and seniors, $6 family. Information: Tri-State Railway Historical Society, P.O. Box 1217, Morristown, NJ 07962-1217; 201/488-5429.

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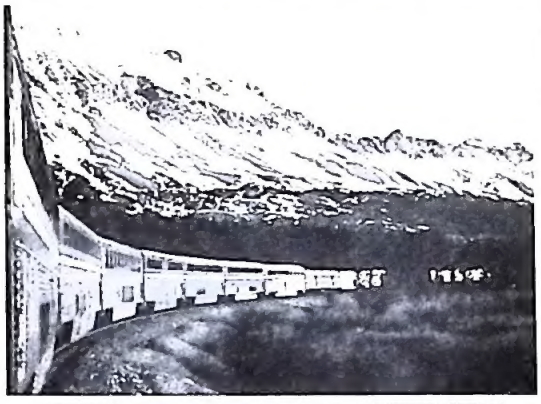


S-1 SAMPLER VIDEO
Excerpts from 18 videos in this column. 74 minutes. Savings coupon included!

1 **THROUGH THE GUIDE**- Pre-Amtrak. 115 min.

2 **AMTRAK 20**- 1971-91 summary. 95 min.

3 **RAILSCAPES**- Amtrak's best runs. 110 mins. filmed 1991.

4 **AUTOTRAIN**- Original 1971 and Amtrak 1992. 1 hour.

5 **SUNSET TRANSCON**- 1993 first run, Miami to LA. 102 min.

6 **BROADWAY LIMITED**- 93 year history. 100 min.

7 **BIRTH OF A VIEWLINER**- Building of a new sleeper. 1 hour.

8 **GREENBRIER LIMITED**- Luxury on rails! 1 hour.

9 **ROCKY MOUNTAINEER**- (New!) 1996 journey. 1 hour.

10 **MANITOBA MIXED**- (New!) Caboose to Lynn Lake. 1hour.

11 **VIA EAST/ MARITIME**- MDWs- for 1! Eastern Canada, 2 hours.

12 **BLACK DIAMOND TO GASPE'**- LV 353 Quebec trip. 104 min.

13 **TO THE NORTHERN LIGHTS** - FP-9 ride to snowy Churchill! 63 min.

14 **CANADA'S SHOWCASE**- Winter over CP, "Canadian History". 112 min.

15 **CANYON DAWN**- Cab & Caboose Rides, Fraser Canyon. 90 min.

16 **SILVER & BLUE**- New Spirit of VIA's "Canadian", 1994. 75 min.

17 **VANCOUVER ISLAND**- RDCs, CP, Steam Logging & More. 65 min.

18 **MEXICAN FIESTA 1995**- "Caritas" Ride US and northern Mexico. Grande!! 3-1/2 hours, 2-tape set, counts as 2 tapes!

S-2 SAMPLER VIDEO
Excerpts from 21 videos in this column, 77 minutes, savings coupon included!

1 **BEFORE THE HYPHEN**- Erie, DL&W, E-I. 90 min.

2 **FRIENDLY SERVICE ROUTE**- E-L Survey. 107 min.

3 **COME TO THE FAIR!**- 1938 Erie promo; E-L eastern views. 70 min.

4 **WEST END**- E-L in OH, IN, IL. 70 min.

5 **E-L ENCORE!** - Misc. E-L, systemwide. 77 min.

6 **E-L LEGACY**- 1996 tour of ex-E-L with 1950-1976 comparisons. 3-1/2 hours, Counts as two tapes.

7 **LATE GREAT NICKEL PLATE**- Blazing Berks! 1950's. 50 min.

8 **B&O IN TRANSITION**-Steam & Diesel, 1950s Ohio. 65 min.

9 **FROM A TO SHAY** - N&W, BC&G lumber roads in 1950s. 50 min.

10 **DOMINION STEAM** - CP, CN SP Ontario 1950s 60 min.

11 **DOMINION STEAM** - East - Nova Scotia, 1953, more. 57 min.

12 **JUST AS WIDE**- Steam shortline roundup, nationwide, 65 min.

13 **JERSEY!!** - PRR, CNJ and later. Speed & Variety! 65 min.

14 **PENN CENTRAL**- the Busy Big Black Bankrupt, 1968-76. 76 min.

15 **FROM THE ASHES**- CR's colorful first year. 60 min.

16 **GM&O ROCK ISLAND**- 1960s "Wallin's Wonders". 50 min.

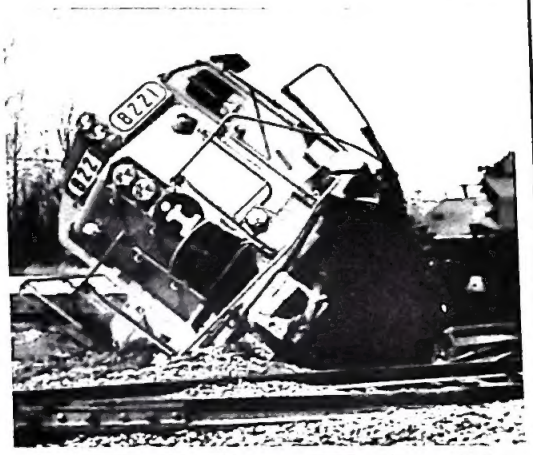
17 **LINCOLNLAND RAILS**- Springfield, 1950s thru 1991. 80 min.

18 **HORSESHOE CURVE KALEIDOSCOPE**- PRR to CR 1967-88, 90 min.

19 **TROLLEY TREASURES**-Sampling North America, 1940s - 70s. 77 min.

20 **RAIL TREK** - 5 hours on 3 tapes; East, Midwest, West. 1960s-70s visits to the rail universe. Entire Set $59, or just buy one.

21 **RUBBER CITY RAILS** - 5 hours on 3 tapes;
1 Akron 1950s, B&O, AC&Y, etc.
2 1989-1990 CSX, A&BB, Ravena.
3 1950s - Survey 1990-1993.



Contemporary, Other:

1. **STEEL CITY EXPRESS**- #2765 Cab & Trackside, 1993. 60 min.

2 **TOWERS: CSX LIVING RELICS**- ex-B&O levers in 1994. 69 min.

3 **W&LE - NEW GENERATION** - Colorful & Unique! 70 min.

4 **OHIO CENTRAL** - Buckeye Route Steam & Diesel. 1 hour.

5 **ALGOMA CENTRAL** - 1986 Autumn Adventures, 1 hour.

6 **WEST OF CANADIAN ROCKIES** - caboose ride, variety. 1 hour.

7 **BIG BLUE IN THE ALLEGHENIES** - PTT Steam & all CXR trains at the curve on one day! 80 min.

8 **MIDWAY, USA** - 1988 Grand Island Crossing, Crawford, More. 98 min.

9 **SHOOTING RAIL VIDEO** - Hints; BLOOPERS SEGMENT! 1 hour.

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RAILROAD AVENUE ENTERPRISES

HAMBURG, NEW YORK, November 23-24. Western New York Railway Historical Society Train and Toy Show and Sale at the Erie Fairgrounds Agricenter, 10am-5pm. Admission $5, children $3. Information: WNYRHS, Box 502, Tonowanda, NY 14151-0502; phone Joe Kocsis at 716/693-8512.

DODGE CITY, KANSAS, November 23-24. Boot Hill Model RailRoaders Annual Train Show and Swap Meet at the Ford County 4-H Building, Ford County Fairgrounds, Saturday 10:30am-6:30pm, Sunday 10am-4pm. Admission $3, under 10 free with adult. Information: Dale Sutton, 804 13th Street, Dodge City, KS 67801; 316/225-4348.

PEORIA, ILLINOIS, November 24. Peoria Train Fair sponsored by Illinois Valley and River City Railroad Clubs at Illinois Central College, Routes 116 and 24, 11am-3pm. Admission $2, under 13 free. Information: Bob Lehman, 21 West Rutledge, Bartonville, IL 61607; 309/697-3012.

CHESHIRE, CONNECTICUT, November 24. Cheshire High School Marching Ram Band Train Show at Cheshire High School, Route 10, 10am-4pm. Admission $4, children under 10 free. Information: Tom Kotulski, 54 Old Lane Road, Wallingford, CT 06492; 203/265-7527.

CEDAR RAPIDS, IOWA, November 30. Troop 85 B.S.A. Fund Raiser First Annual Train Show and Swap Meet, Machinist Union Hall, 222 Prospect Place S.W., 9am-3pm. Admission $3, children 12 and under free with adult. Information: Mikel Beaty, 1700 A Avenue N.E., Cedar Rapids, IA 52402-5416; 319/363-6090.

STAFFORD, VIRGINIA, November 30-December 1. "Trains at Christmas" sponsored by Rappahannock Chapter NRHS at Stafford High School, 10am-6pm. Admission $3, ages 6-11 $1, under 6 free. Information: Jeff Jones, 3468 Vassar Drive, King George, VA 22485; 540/775-2348.

OKLAHOMA CITY, OKLAHOMA, December 7-8. 18th Annual OKC Train Show sponsored by Central Oklahoma Chapter NRHS at the Transportation Building on the Oklahoma State Fairgrounds, Saturday 9am-5pm, Sunday 11am-5pm. Admission $4. Information: Ed Birch, Jr., 1313 West Britton Road, Oklahoma City, OK 73114.

HARTFORD, CONNECTICUT, December 8. Greater Hartford's Greatest Train Meet sponsored by Temple Sinai Trainsters at Conrad High School, Exit 41 off I-84, 10am-4pm. Admission $4 adults, children free. Information: Lee Blum, 65-B Louis Street, Newington, CT 06111; 860/667-1674.

WILLARD, OHIO, December 8. Train Show and Flea Market sponsored by the Willard-Chicago Junction Model Railroad Assn. at Willard Junior High School, 955 South Main Street, 10am-5pm. Admission $2 adults, children under 12 free, $4 family. Information: Fred Bullman, 3330 Liberty Road, Willard, OH 44890, 419/935-8953.

COLUMBUS, OHIO, December 14. Buckeye Railroadiana and Model Train Show at the Lausche Building of Ohio State Fairgrounds, 9am-4pm. Admission $4, children under 12 free. Information: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405; 330/755-1914.

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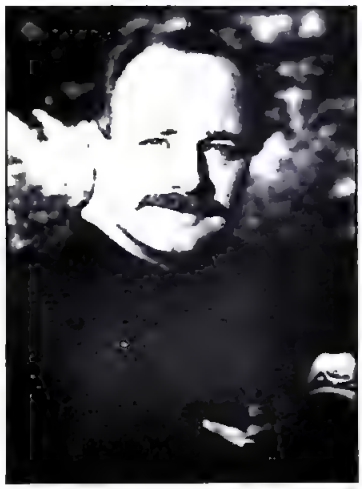

Les MacDonald

The grand prize winner of this year's Cover One Contest is also one of its most prolific entrants. In addition to the 1996 contest, Les earned the grand prize in 1992 and in 1994. Les first entered the contest in 1992

LOCOMOTIVE QUARTERLY

Vol XX No. 1

FEATURING

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- Northern Pacific's 4-6-2 Types
- A California Western Sojourn
- Photos by Budd Wilder

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GLOVER STEAM LOCOMOTIVES: THE SOUTH'S LAST STEAM BUILDER by Richard L. Hillman tells the rich history of this century-old firm that made small industrial steam engines. Chapters cover the company's history, manufacturing facility at Marietta, Georgia and the various sizes of steamers. A photo gallery and loco roster are some of the highlights of this 128-page hardbound book with 230 photos and color cover. Hardbound, $38.95, $4.00 postage.

THE AMERICAN STREAMLINER, PREWAR YEARS by Don Heimburger and Carl Byron focuses on deluxe passenger train travel in America from 1933-1942. History of many famous trains such as the *Super Chief* and *20th Century Limited* is presented. Hardbound, 10" x 10", 260 illustrations, largely color, $44.95, $4.00 postage/handling. Due this fall.

ILLINOIS CENTRAL: MAIN LINE OF MID-AMERICA by Don Heimburger relives the history of this major north-south 6,700-mile railroad in all-color photography. Highlights include IC's steam and diesel, freight and passenger trains, old and new electric commuter cars and much more. Hardbound, 10" x 11" $42.95, $4.00 postage.

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Shocks Mills Bridge to Holtwood, PA	24B
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Port Deposit, PA to Amtrak "OAK" interlocking	24D
Pittsburg to Sutterville, PA	20-3
Sutterville to Indian Creek, PA	20-4
Indian Creek to Rockwood, PA	20-5
Rockwood to Hyndman, PA	20-6
Hyndman to Stuart Tunnel	20-7
Stuart Tunnel to Martinsburg, WV	20-8
Martinsburg to Dickerson, MD	20-9
Dickerson to Washington, DC	20-10
Chicago to Miller, In	25A
Miller to Michigan City, IN	25B
Michigan City to South Bend, IN	25C
Raritan to Newark, NJ	12
Atlanta to Temple, GA	30-1
Temple to Iron City, GA	30-2
Iron City, GA to Pell City, AL	30-3
Pell City to Fairfield, AL	30-4
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Hull to Meridian, MS	30-6
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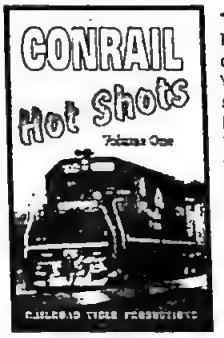
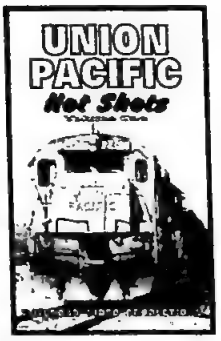


Tape No.117

This program features non-stop Conrail run-by action at selected locations in Pennsylvania and New York. A wide variety of Conrail diesel power is seen as well as diesels of Southern Pacific, Union Pacific, Cotton Belt, Gilford and Norfolk Southern. Truc-Trains, Unit trains and mixed freights are seen as well as a few Amtrak passenger trains. The entire program was shot by Tim Hosey in 1993.

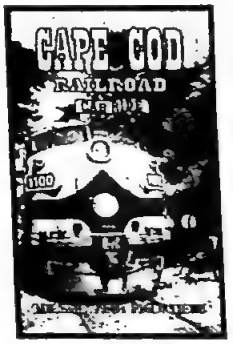
Tape No.HM-5

The Lackawanna and the Erie merged in 1960. This program shows the railroads in action before and after the merger. You will see Lackawanna FTs and E units in the Pocanos as well as the Erie's fleet of RS diesels on commuter trains at Ridgewood, Ramsey and Passaic, NJ. Post merger action features Alco PA's on the Moonda Viaduct, Baldwins on coal trains on F units on a fan trip on the Bangor & Portland Branch near Nazereth. Edited from 8 & super 8mm film.



Tape No.118

This program features non-stop Union Pacific run-by action at selected locations in Nebraska. A wide variety of Union Pacific diesel power is seen as well as diesels of the Burlington Northern, Chicago & Northwestern, Norfolk Southern and Nebraska central. The entire program was shot by Tim Hosey in 1996.

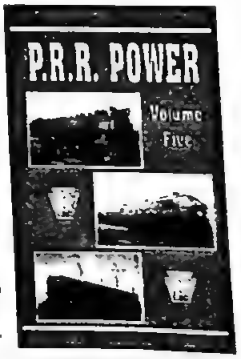


Tape No.116

This program features "Railfest 96" held in June 1996 at the Cape Cod Railroad in Hyannis, MA plus a cab ride from the Buzzards bay Bridge to Hyannis, MA.

Tape No.316

This program features non-stop CN, CP and Montreal Urban Commuter train run-by action in Canada's Quebec and Ontario Provinces. The entire program was shot by Tim Hosey.



Tape No.115

This program features never before released P.R.R. run-by action at locations including Bay Head Jct., Pt. Pleasant, Manasquan,Matawan, Cliffwood beach, South Amboy, Bellwood, Enola, Horseshoe Curve, Altoona, Hollidaysburg, Lewistown, Duncannon, Sunbury and Shamoken. Also included is a 1955 P.R.R. produced film titled "Trains, Tracks & Safety Facts".

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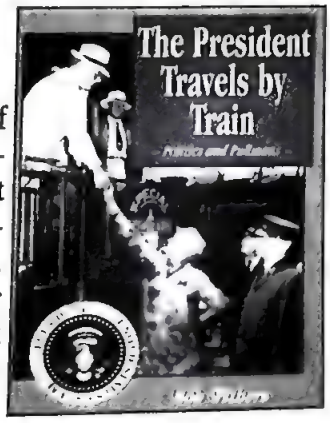

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at his wife's urging, and he's been at least a runner-up each year, sort of batting 1.000 with three home runs in five times at bat. So far, he's the only photographer to have won First Place more than once, while many have been Runners-Up more than once.

Anyone who knows Les can attest that he's one of the most friendly and humble railfans anywhere. Les is 36 years old and lives with his wife Ellen and children Nat, Todd and Kira, ages 12, ten and eight, in Conway, New Hampshire. In his day job he's a building inspector, both commercial and residential, and he's also a freelance photographer who sells mostly scenic views to stock photo houses and calendar publishers. He's a steam fan at heart, and he tries to keep railroad photography as a hobby.

Since Les lives only a few minutes from the colorful Conway Scenic Railroad, most of his submissions to R&R over the years are of that railroad, but he's travelled as far as the Strasburg Rail Road, Steamtown in Scranton and the New River Train.

Les used a diehard pair of Pentax MX bodies which finally wore out last year. He first replaced them with a Nikon N6006 autofocus body, and then as an experiment he rented a Canon EOS-1 and an EOS-A2 with several lenses to try before settling on a system. He got hooked on Canon and finally bought an EOS-1N and an EOS-A2 plus a 70-200mm f2.8 and a 28-70mm f2.8. He says he'll expand the lens collection as time and money permit. Les admits that though the new cameras have sophisticated metering systems, he finds that he still prefers to set his exposures manually. Les is no stranger to night shots; he has an 800 watt-second Lumedyne system and a Novatron studio set-up for portrait work.

Les made the switch from Kodachrome to Fujichrome in the early 1980s. He recalls that it "wasn't an easy decision" and that he laboriously shot both films side by side for months. But it was finally his stock photo agency that told him to stick to the Fuji because "that's what sells." Today, Les shoots almost entirely Velvia, plus some Provia and very little black and white, for his scenics and railroad work.

David Gregory Lange
The Second Place winner in this year's Cover Contest is a newcomer to the contest who has previously contributed occasional

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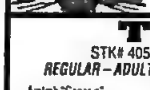

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news photos. David Lange was born in 1967 and raised in Santa Barbara, California, as a third generation rail photographer following in the footsteps of his father and grandfather.

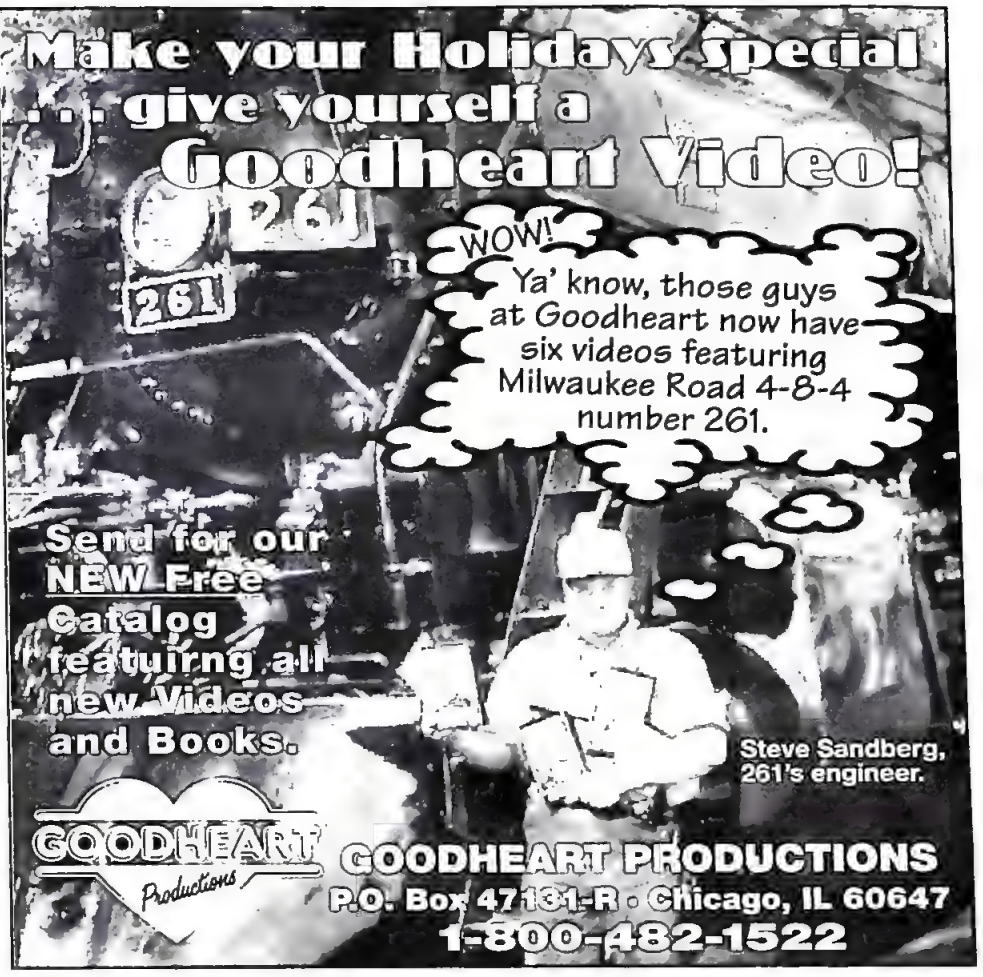
Lots of family camping trips to the Tehachapis and Cajon Pass, plus family day-trips out on the SP the Coast Line helped to establish an interest in railroading. David recalls that he started taking pictures "around the age of eight or nine" and that most of his basic training came from looking at his father's and grandfather's photography. David's father was born in Waterbury, Connecticut, where David's grandfather worked in the steel industry and knew many of the New Haven railroaders. Some family photos show him operating steam locomotives in Waterbury.

David moved with the entire family from California to Eugene in 1979 where he went to junior high and high school. In 1986 he moved back to Santa Barbara for a change of pace. There he met rail photographer Bonnie Adams, who introduced him to a lot of her friends who worked for the railroad, which he said was a great learning experience. In 1993 he moved back to Eugene to be near the family. David is currently a morning chef at the Hungry Duck restaurant and sports bar near the University of Oregon "Ducks" football stadium in Eugene. He usually finishes work at 2:00 p.m., which leaves most afternoons free for photography. He also works part time as a counterman at Eugene Toy & Hobby.

David shoots with a Pentax "Spotmatic" manual camera that he's had for ten years, and it's equipped a 35mm, 50mm and 70-205mm zoom lens. He prefers Kodachrome 64 but has been going more and more to Fuji's Sensia, as Kodachrome is getting harder to find in his area. He likes Kodachrome, adding that his grandfather's Kodachromes from the 1950s still look bright and sharp. David prefers main line railroading, and although he lived around the SP most of his life, he prefers the Santa Fe. He likes steam and tries to photograph it whenever possible.

Richard L. Schmeling

The author of the feature article on the Grand Island crossing grew up in Superior, Nebraska, which was served by the CB&Q, the Missouri Pacific, the C&NW and the Santa Fe. A cement plant west of town used steam power to haul rocks from a quarry located in Kansas to the plant in Nebraska until 1960. Schmeling credits trips to the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Union Pacific main line in Grand Island as a teenager at the end of the steam era with his decision to adopt the Union Pacific as his railroad of major interest. His first railroad photos were taken with a Kodak Duoflex II in 1954.

Schmeling received a bachelors degree in History from the University of Nebraska in 1962, and in 1965 he graduated from the University of Nebraska College of Law. An Army Reserve commission sent him to Ft. Eustis, Virginia, home of the Army Transportation Corps. "I would sit at my desk doing paperwork and hear the whistles of steam locomotives on the training railroad nearby. Lunch was cut short, and I would drive out to catch the steam activity," recalls Schmeling. "Doubleheaded steam for Armed Forces Day was not uncommon, and for one NRHS trip there were three 2-8-0s on a passenger train briefly."

A year in Vietnam yielded few pictures of railway operations, but a leave to Japan saw opportunities to ride the Bullet Train and photograph Japanese steam, which was somewhat plentiful. Out of Vietnam and out of the Army in 1967, Schmeling returned to Lincoln, Nebraska, and started his practice of law. He does trial work, including some criminal cases, but he wasn't contacted to work on O.J. Simpson's "Dream Team."

Daughter Renee was born in 1968 and is now an attorney in the Public Defender's Office in Pendleton, Oregon. Twins Paul and Susanne came along in 1970. Susanne is a television producer for KOIN TV in Portland, Ore., and Paul is a police officer for the University of Nebraska Police Department in Lincoln.

Much of Richard's early photography was in black and white, but since Kodak quit making film for 116 and 616 cameras, most of Schmeling's photography since 1970 has been on 35mm color slides. He prefers Kodachrome 64 film. A Fujica camera with a 90-230mm telephoto lens and a 28mm wide angle lens have served him well. "No winder, motor drive or autofocus," Schmeling insists. "I don't want to lose a shot because of a failed battery. I'd rather set things myself."

Schmeling's photos have appeared in *Trains, Extra 2200 South, Diesel Era, Pacific RailNews* and dozens of books. The UPHS *Streamliner* featured his three-part article on the Union Pacific in Grand Island several years ago, and he is working on an eventual book on the Union Pacific's Beatrice Branch, which runs through Lincoln.

"Some of my roster shots aren't as tight as other photographers," Schmeling notes. "I like to get some background in each shot so that the location of the photo is evident. Backing off a bit allows you to get other engines and freight equipment in the photo showing the engine in context rather than in isolation." Schmeling admits that action photography in the rolling plains of Nebraska is a challenge. "You just have to substitute those tall grain elevators and silos for the mountains, and the growing crops are the substitute for the rivers and lakes other states have."

When not taking railroad photos, Richard Schmeling can be found on stage. "I've been a drunken Russian policeman, a 90-year-old Jewish artist, a troll, a kidnapper, a minister and a banker, but I never get the parts where you get to kiss the beautiful leading lady!"

Richard is on the board of directors for ProRail Nebraska, Inc., a significant rail passenger advocacy organization, and he has written "tons of letters" recently because of the current Amtrak service and budget cuts.

This is Richard's first feature byline in R&R, though he has contributed occasional news photos.

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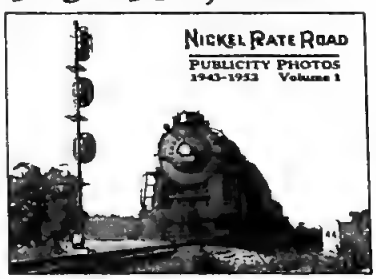

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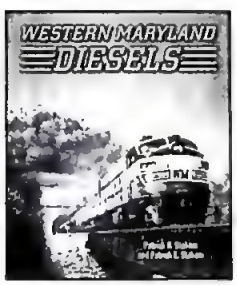

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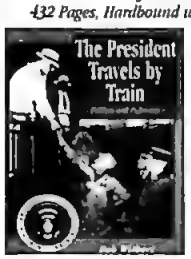

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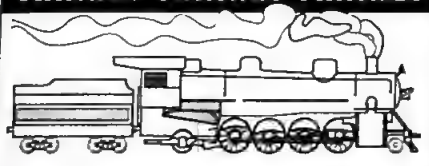
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ON THE MENU

by JAMES D. PORTERFIELD

Left-overs

AS WE APPROACH the end of 1996 we have a few items to report that didn't make previous columns. Think of them as left-overs from a satisfying meal.

Onboard the AOE: The August 30, 1996, departure of the *American Orient Express* carried the first pieces of this train's replacement china. A product of Dick Luckin's China Concepts, the new pattern is identical to that of the predecessor *American European Express,* but with the correct logo. Cups and saucers will be first, followed by other pieces in the train's five-piece place setting as breakage creates the need, plus teapots. Distinctive coffee mugs for the lounge cars, in dark royal blue with gold trim and logo, were created earlier. Of interest to collectors is the fact that the new dining room pieces are back stamped and serial numbered. If you want to purchase pieces of either pattern (or both), call the AOE at 206/441-2725.

On the *Coast Starlight*: The "Limited Edition Demitasse Set," also developed by China Concepts, commemorates Amtrak's self-proclaimed "premier" train, the *Coast Starlight* and has been a hit even before going on sale. Accented in 22-karat gold and numbered for collection, more than 200 sets were sold before the brochure was printed. If you want a set, send a $20.00 check (includes shipping & handling) made payable to Amtrak to: *Coast Starlight* Demitasse Set, Attn: Brian Rosenwald, 810 N. Alameda Street, Los Angeles, CA 90012.

CHINA CONCEPTS DICK LUCKIN

Good Pullman Reading: Those with an enthusiasm for the lives and experiences of the people who worked on the trains will enjoy a new book *Those Pullman Blues* by David D. Perata (New York: Twayne Publishers, 1996). The title is a reference to both the Pullman uniforms various car attendants wore and to the effect the work had on the men's spirit. An oral history delivered by eight African-Americans, the book captures the glory of their work and of the trains of the "Golden Age," as well as the racism encountered from the Pullman Company, railroad management and the passengers. Interestingly, and relevant to this column, seven of the eight men worked in food service cars, two as dining car cooks. The spirit of the book is captured early by sleeping car porter Jewel Brown, who notes, "This is what made those great trains and railroads great — the type of service that was rendered by these Negro employees aboard. The train itself was just a cold piece of steel." Note: The book is listed in some bookstores under its working title, *Black on Steel.* You can order it (ISBN 0-8057-4520-3) from Simon & Schuster Macmillan.

In Napa Valley: A bevy of press releases over the summer announced completion of the long and sometimes controversial effort to expand service and add stops on The Napa Valley Wine Train. From a release dated May 9: "Following eight years of environmental impact studies, The Napa Valley Wine Train will move full steam ahead with expansion plans tentatively approved by the California Public Utilities Commission (PUC) earlier this week. The expansion, planned over the next two years, will include the addition of a second train which can provide additional runs. Napa Valley Wine Train will seek to establish a passenger station in St. Helena and other locations, where riders can get on and off and will also offer shuttle services to nearby wineries." A June 20 release reads: "California PUC Approves Napa Valley Wine Train Expansion." Moving quickly, less than a month later the railroad announced: "The Napa Valley Wine Train is scheduled to make its first-ever up-Valley stop and disembarkment of passengers at the world-renowned Grgich Hills Cellars winery in the town of Rutherford today (July 16)." Then, on July 18: "This August the Napa Valley Wine Train has added the Grgich Hills Private

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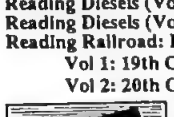

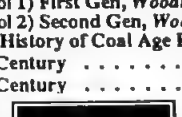

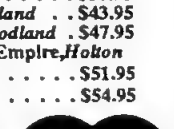

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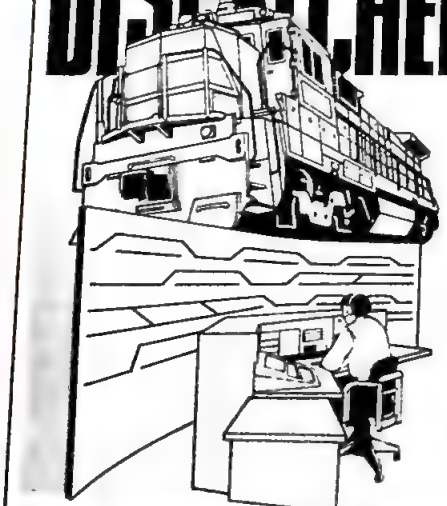
Chesapeake Railroad: This working short line added one more dinner train to the national roster of over 60 such trains in 1996. The *Chesapeake Railroad Dinner Train* consists of two center-cab 80-ton Whitcomb diesels (ex-U.S. Navy, 1942); a 1912 Pullman parlor/diner/lounge, the *Defender,* with original carpet, upholstery, stained glass and lights, that seats 40, and a 1923 Pullman business car *Catoctin* with a living room, bedrooms and a formal dining room that seats ten. It departs the Ridgely, Maryland, train station, usually on the last Saturday of the month, on a 20-mile round trip over ex-PRR track through Maryland's rural Eastern Shore countryside and the towns of Greensboro and Goldboro. A $40.00 fare includes your ride and meal (tax, tips, wine and beer are extra). "But not your ordinary meal," says Stacy Bartosh, the wife of owner William Bartosh. "You are served a five- or six-course meal, just like in the dining cars of old. An appetizer, soup and/or a salad, an assortment of breads and spreads, a three-item main course and dessert." Another unusual feature is that all meals are from authentic railroad recipes, sometimes all of the courses are from a single railroad, and at other times they are an assortment of items from various railroads. And everything is cooked on-board. The dinner train will run on October 29 and November 30, 1996, and then resume again during the spring of 1997. For more information, call 410/482-2330.

Rail Art Prints: Tex Wilson, a retired advertising illustrator, is releasing a series of eight prints that "capture the spirit of ... people who worked on and around trains." Black and white photolithographs with superb detail are hand colored in limited runs to 150 of each subject, with six prints of freight crews and a new set of eight prints of passenger crews available. One of these, *Dining Car,* features text and colorful scenes of a dining room, a fully-staffed kitchen and the loading of supplies, all accented by stand-alone figures of waiters — one with Dugan chimes and the other delivering silver service — and a steward welcoming you to his car. Speaking from his studio in Seattle, Washington, Wilson said, "My dad was a freight conductor on the Santa Fe, so my roots are in Texas. I spent my youth around trains, working on a bridge gang, rip track (the car shops) and in the roundhouse." Signed and numbered prints come 18″×22″ or 11″×14″ ($75 and $40 respectively), mounted on foamcore. Prints can be customized to specific railroads by selective coloring, heralds where appropriate and the like. A lapel pin is included within customized prints. Call Tex Wilson at 206/784-4622.

In Closing: As I finish this column, today's mail brought the first 1997 schedule for a dinner train. See you down the line with a full update on all of these trains.

TRAIN DISPATCHER



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RAILNEWS

SPENCER ROUNDHOUSE DEDICATION The North Carolina Transportation Museum at Historic Spencer Shops officially opened its 37-stall 120,000-square-foot roundhouse to the public on September 15, 1996. Under the theme "A Tale of Working People," the exhibits in the Bob Julian Roundhouse explore the lives of the people who worked at Spencer Shops as well as North Carolina's railroad history.

Built in 1924, the roundhouse was used for light repairs and maintenance of Southern Railway steam locomotives. Named for R.L. Julian, the foreman at the time it was built, it was the only roundhouse on the Southern named for an individual. In 1953 eight tracks were altered to service diesels. When the Southern built its new yard and engine facility a few miles north at Linwood, the roundhouse was phased out of service. Four stalls remained in use until 1979 for repairs on switchers based there. Since the state took over the entire site in 1979, approximately $7.9 million has been spent on the restoration project, including the roundhouse and the relocated Barber Junction depot.

Historic Spencer Shops contains 57 acres with 18 structures, four of which contain exhibits. There are 18 locomotives and 77 other pieces of rolling stock in the collection.

PENN-JERSEY LINES SMS Rail Services, quite famous for its Baldwin-powered operation at the Pureland Industrial Park near Bridgeport, New Jersey, is expanding its Eddystone-built empire into Pennsylvania. SMS will operate the new industrial park being built on the site of the former USX Fairless Works in Fairless Hills under the banner of Penn-Jersey Lines.

Power for the Fairless operation will be Baldwin AS616 554, built in June 1952 for Kaiser Steel as their 1012-B, later renumbered 1028. It became Rayonier 14 in 1973, hauling logs in Gray's Harbor, Washington. The unit gained fame when it went to California in 1986, becoming Trona 54. It and two sister road Baldwins were later sold to Johnston Terminal in Muskogee, Oklahoma, before being purchased by SMS. The roller-bearing-equipped 54 travelled to SMS' Bridgeport operation for repairs and repainting. When the work was done, SMS "554" was given a Reading-like livery (**page 66**). Sister units 52 and 53 will eventually join 554 on the East Coast once their friction-bearing trucks are converted to rollers.

DELAWARE-LACKAWANNA The tasteful two-tone gray paint scheme of Genesee Valley Transportation has been applied to RS11 1804, former DW&P/Central Vermont 3604, at the Scranton shops of subsidiary Delaware-Lackawanna Railway. The 1804 is lettered for the Depew, Lancaster & Western, another GVT subsidiary running between its namesake cities in western New York on former-DL&W (Lackawanna) trackage. The 1804 has been in service on the D-L (**page 66**), and it should be in Depew, N.Y., by the time you read this. Plans are to eventually paint all locomotives in the GVT family into the gray livery, though that plan is being implemented slowly. In addition to the D-L Railway and the DL&W, GVT also operates the Mohawk, Adirondack & Northern and the Lowville & Beaver River, both north of Utica, N.Y. The nearly all-Alco GVT locomotive fleet includes five former-BC Rail ex-Erie Lackawanna C425s, three RS11s and the EMC prototype switcher built in 1935 for the Delaware, Lackawanna & Western.

MORRISTOWN & ERIE Long a bastion of Alco power, northern New Jersey's Morristown & Erie has bought its first EMD. SW1500 No.20 (**page 66**) was remanufactured and painted by Conrail's Juniata Shop. Once the bugs are out of it, "The 20" will work at M&E's new Bayshore Terminal Railway, which switches tank cars at the former-Exxon refinery in the Bayway section of Elizabeth, New Jersey. The EMD switcher joins two of C424s and two C430s on the M&E roster.

M&E 20 was built in October 1966 as RF&P 91. It was the only

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RAILNEWS

SW1500 on the RF&P roster (of five) equipped with Flexicoil trucks, cab signals and m.u. capability for use in road service. When CSX took full control of the RF&P, it renumbered the unit to 1315 but never repainted it. The Aberdeen, Carolina & Western purchased and renumbered it 1500. It was subsequently sold to Conrail Leasing (numbered CL0100 on paper), which leased it to New England Central as NECR 1500.

The 20's first revenue run was an excursion as part of "Fab '50s Weekend" at the Whippany Railway Museum on Saturday, September 7th, but it missed the Sunday trip and was returned to Altoona under warranty. M&E plans to use the 20 around Morristown before sending to the Bayshore Terminal.

READING & NORTHERN On August 20, 1996, Reading & Northern expanded once again, purchasing 98 miles of former-Lehigh Valley trackage in northeast Pennsylvania. Operated by Conrail as part of its Lehigh Line, runs between Lehighton and Mehoopany. Conrail kept one track of the double-track main line between Lehighton and M&H Junction (Hazelton). An inspection train was run on August 25, 1996, over the length of the line to give employees a first-hand look. R&N is a member of the Conrail Express short line program, wherein the R&N will serve some local CR customers, and Conrail will handle support functions such as billing and marketing.

Several U23B's will be acquired for the line, with two painted in Conrail Express blue and the rest in the R&N's green. R&N 2395 is on the property in the new blue paint (**page 66**). To get service started, R&N supplemented its own power with a pair of units leased from the Carbon & Schuylkill, which connects with the R&N at Jim Thorpe. As the U23B's arrive, the leased C&S power will be returned.

Reading & Northern (officially Reading, Blue Mountain & Northern) has become the dominant railroad in Pennsylvania's anthracite region. As Conrail scales back operations in the area, R&N has been eager to take over the service.

EDAVILLE IS BACK IN THE BOGS On July 5, 1996, Edaville Entertainment Corporation quietly reopened the two-foot-gauge Edaville Railroad at South Carver, Massachusetts, after a four-and-a-half year hiatus. Edaville signed a 16-year contract with Ellis D. Atwood, Inc., owner of the property, to lease the railroad in 1994. Edaville's first task was to restore the roadbed to FRA Class One standards, allowing operations up to 15 miles an hour.

A 14-ton Plymouth, No.12, will power the tourist operation through the cranberry bogs pulling equipment leased from the Maine Narrow Gauge Museum in Portland. A British-built 0-6-0 that saw service hauling sugar in the Fiji Islands is being restored to service. An 0-6-2 built in Germany and a 15-ton Plymouth round out the roster. Three coaches were purchased from th defunct High Country Railroad in Golden, Colo., to supplement the leased cars.

The original Edaville was founded by Ellis D. Atwood in 1947 with a collection of authentic Maine two-foot equipment, and it was later taken over by F, Nelson Blount of Steamtown fame. Edaville ceased operating in 1992 when the current owner of the equipment, George Bartholomew, and the Atwood estate had a falling out. Bartholomew sold much of the equipment to Phineas Sprague, who established the Maine Narrow Gauge Museum. Almost immediately there was interest in keeping narrow gauge equipment operating in South Carver, leading up to the July 1996 resurrection — PAT FAHEY.

THE RIO GRANDE F9s The two classic cabs that powered the last non-Amtrak intercity train, Rio Grande F9s 5762 and 5771, have been donated to the Colorado Railroad Museum in Golden by Southern Pacific. The units will be moved to Golden from Denver at no charge by BNSF, and the Coors Brewing Company, located adjacent to the museum, has donated storage for the pair until the museum is ready for them.

The two units were built in 1955 and were used on the original *California Zephyr*, which operated between Chicago and Oakland over the Burlington, the Rio Grande and the Western Pacific. Rio Grande opted to operate its own passenger trains instead of joining Amtrak in 1971, so the F9s headed the new *Rio Grande Zephyr* while Amtrak's *California Zephyr* was shifted to the Union Pacific between Denver and Salt Lake City. When Rio Grande finally joined Amtrak in 1983, Amtrak's *Zephyr* moved back to the D&RGW, and the F9s were retired. Southern Pacific acquired the units in 1988 when it merged with the D&RGW, and it donated them to the museum on September 11, 1996, one day before the F's would have become property of Union Pacific in the UP/SP merger.

The Colorado Railroad Museum has a $1.2 million expansion in progress. This will provide additional display tracks, a restoration shop and a library to house the museum's large reference collection of Colorado railroad documents, photographs and books. It is open daily throughout the year — COLORADO RAILROAD MUSEUM.

THE *CITY* AND THE *ZEPHYR* On September 1, 1996, Union Pacific's A-B-A E9s and Armour-yellow trainset visited the Illinois Railway Museum at Union. The trip was part of a series over UP's former Chicago & North Western lines sponsored by the non-profit Pacific Limited Group.

The UP train departed the Chicago suburb of Elmhurst and made a photo run at Elgin on its way up the Belvidere Branch. At milepost 58, adjacent to IRM's main line, the train stopped next to the *Nebraska Zephyr*, then both trains paced side-by-side. Upon arrival at Union an IRM pilot boarded and the entire UP consist was backed into the museum station for the detraining of passengers.

Shortly after lunch the UP set left Union for a revenue rare-mileage trip to the Belvidere wye so the consist could be turned. Once back in Union, the UP train parked at milepost 62, which is at the Olsen Road crossing on the west end of IRM. Frisco Decapod 1630 and other museum equipment passed E9 951 for the benefit of photographers — BRUCE C. NELSON.

THE LYCOMING VALLEY Conrail sold 38 miles of its Corning Secondary from Muncy to Avis in north-central Pennsylvania to SEDA-COG, a state agency that purchases short lines to preserve service, on August 19, 1996. Richard Robey, operator of SEDA-COG short lines Nittany & Bald Eagle and North Shore, is the contracted operator of the line, now known as the Lycoming Valley. Three SW9s (1775, 1776 and 1816) were purchased from the Pittsburg & Shawmut, joining North Shore SW8 366. Also included was the Newberry Yard in Williamsport.

In addition to the Lycoming Valley, SEDA-COG also purchased Conrail's Lewistown Industrial Track, which will be operated by Robey as the Juniata Valley. It connects with Conrail's former-PRR main line at Lewistown and features street running. Another P&S SW9, 1865, is used on this line. Both roads are part of the Conrail Express short line program, although there are no plans to paint any locomotives in Conrail blue.

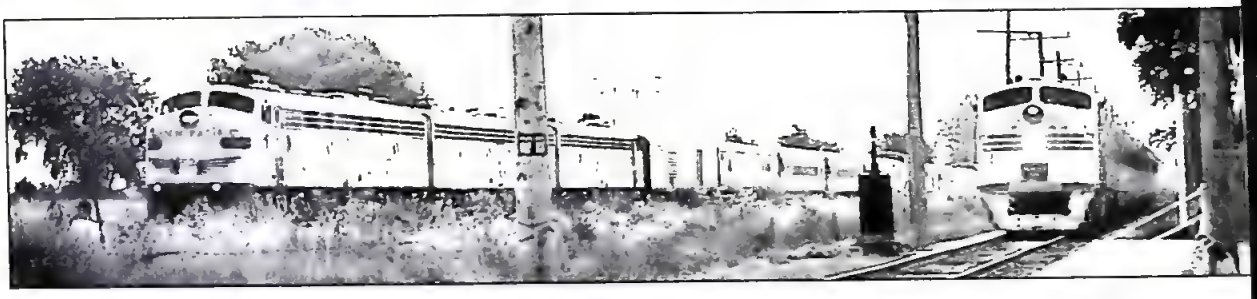
THE PALOUSE RIVER & COULEE CITY After several years of speculation and the threat of outright abandonment, BNSF sold four of its few remaining branch lines in eastern Washington and northern Idaho to new short lines on September 9, 1996. Though earmarked for possible disposition since the late 1980s, the 409 miles of track didn't officially go up for sale until February 1996.

BNSF's 131-mile former-Great Northern branch from Wenatchee to Oroville, Washington, has become the Cascade & Columbia River Railroad, a subsidiary of Florida-based Rail America, Inc. Further east, a new Watco short line, Palouse River & Coulee City Railroad, has taken over BN's 109-mile CW Branch (former-NP) between Cheney and Coulee City, Washington; the 122-mile P&L or Highball Branch from Marshall, Washington, to Arrow, Idaho, and the 47-mile WI&M Branch (former-Milwaukee Road, nee-Washington, Idaho & Montana) from Palouse, Wash., to Boville, Idaho. Cascade & Columbia, which hauls timber, grain and other commodities, will interchange with BNSF at Wenatchee, while the PR&CC, which serves one of the richest agricultural areas in the country, will interchange with BNSF at Cheney and Marshall.

Upon start-up, PR&CC was using locomotives from the Blue Mountain and Eastern Idaho railroads. Once necessary track repairs are made, PR&CC will be able to interchange with the St. Maries River Railroad at Bovill and the Camas Prairie Railroad at Arrow. There's even talk of a steam-powered tourist train on the PR&CC, possibly using Mount Rainier Scenic's Alco 2-8-2 saddle-tanker No.17 — BRUCE KELLY.

TWO PHOTOS BRUCE C. NELSON

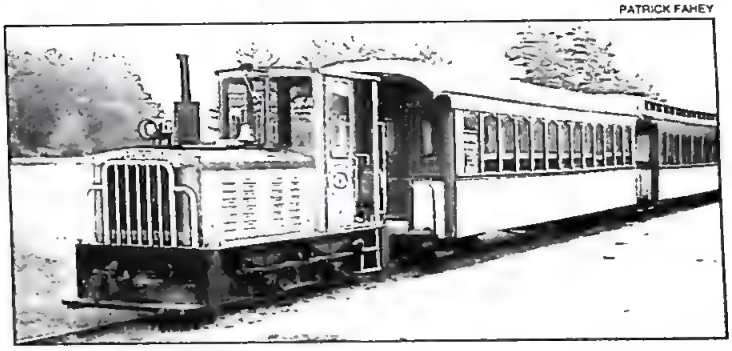
THE *CITY* AND THE *ZEPHYR* met on September 1, 1996, at the Illinois Railway Museum when UP's E9s paced IRM's *Nebraska Zephyr* (**right**). Later the E's posed by Decapod 1522 (**above**).



THE RIO GRANDE F9s were at Burnham Shops in Denver on September 11 (**below**), the day the SP donated them to the Colorado Railroad Museum.

PATRICK FAHEY

CHIP SHERMAN



EDAVILLE IS BACK IN THE BOGS after a four-and-a-half year hiatus. On August 3, 1996, two-foot-gauge 14-ton Plymouth No.12 pulled cars leased from the Maine Narrow Gauge Museum around the South Carver, Mass., site.

THE PALOUSE RIVER & COULEE CITY job had GP7s 1004 and 2191 from the Eastern Idaho and GP35 784 from the Blue Mountain at Marshall, Wash., on September 11, 1996, (**below**), the second day of PR&CC operations.

BRUCE KELLY

RAILNEWS

PRESIDENT CLINTON On the way to the Democratic National Convention, President Bill Clinton whistle-stopped across the heartland — sort of. The train was powered by a trio of Amtrak AMD103s (817, 825 and 838) and was made up of eleven Superliner cars. Bringing up the markers were privately-owned business cars Missouri-Kansas-Texas (Katy) 403, which was used by Harry Truman in 1948, and *Georgia* 300 (**page 64**). Unlike George Bush, who also utilized an open-platform observation car during his 1992 campaign, Clinton seldom appeared on the rear platform while the train was moving.

The train departed Huntington, West Virginia, on August 26, 1996, and travelled to Columbus, Ohio, via CSX and on to Toledo via Conrail. The train continued to Pontiac, Michigan, on August 27 and terminated in Michigan City, Indiana, on August 28 using Conrail, Grand Trunk Western and Amtrak rails. From Michigan City the president rode a helicopter into Chicago for the convention.

As is customary with POTUS specials, two other trains were operated in addition to the one carrying the president. An advance train was powered by Amtrak F40PH's 300 and 392, with a baggage car, Amtrak business car 10000 and CSX's theatre car in tow. In addition to hauling Secret Service agents, the lead train had the unenviable task of finding any weight-sensitive bombs that might have been placed on the track (there weren't any). Following the POTUS train were CSX Dash 8-40B's 5933 and 5932 pulling two CSX business cars.

Lineside observers reported that security for the POTUS train varied from town to town. Photographers were kept 75 feet from the tracks by some police forces, while in other locations they could get as close as twelve feet. Occasionally, an over-zealous police officer would prohibit any photography of the train — HAROLD EDMONSON and DAVID GOODHEART.

WILLIS A. McCALEB, 1920-1996 Veteran photographer of the Nickel Plate Road Willis A. "Bill" McCaleb passed away in his sleep on September 23, 1996, at his home in Walhonding, Ohio. He was 76 years old. His NKP company photos taken between 1952 and 1964 were recently featured in an all-color two-volume set published by Morning Sun Books and authored by his long-time friends Jim Semon and Bruce Dicken. The Cleveland *Plains Dealer* had run a long color feature about his books in its Sunday edition the day before McCaleb died. He is survived by his wife Norma. Services were held on September 27 in Warsaw, Ohio, just hours before the Nickel Plate Historical & Technical Society convention began in nearby Cleveland.

THE LAST ALCO RS3 BUILT For its 40th birthday, Paperton Junction Southern 303 got a new paint job by its owner, Peter J. Smykla, Jr. (note the initials of the man and the railroad). PJS 303 holds the distinction of being the last RS3 built and the last unit built with a 244 engine when it left Alco in August 1956. It was built as Litchfield & Madison 303 which went to the C&NW as their second number 1554. It later went to the Michigan Northern as 1554, where it received a chopped short hood. Smykla bought it in 1984. In addition, Smykla owns the high short hood and several spare parts from L&M RS3 302, so, as Pete says, "someone else can cosmetically restore it someday." Pete won't do it in his lifetime but hopes some future museum will.

Peter Smykla also owns A-1-A trucked RSC2 No.5 (Milwaukee Road 985, 591 then 578; Kettle Morraine No.5; Brillion & Forest Junction No.5). Peter bought the 5 from an individual who purchased it at auction.

Since buying the two vintage Alcos in the mid-1980s, Peter bought the remaining 2.75 miles of Cotton Belt's branch into the Pine Bluff Arsenal and has constructed a two-stall enginehouse and related trackage. Keeping the Alcos company are a Cotton Belt "local caboose" that gained fame on the Paragould & Southeastern mixed trains, Missouri Pacific 36-foot wooden boxcar 121007 (restored) and an 1880s-built Frisco metal clad wooden coach under restoration.

Interestingly, the paint on the 303 (**page 27**), isn't Rock Island-based. The inspiration came from the school colors of Smykla's *alma mater*, the University of Georgia. The silver trucks on 303 are reminiscent of the silver pants on the "Bulldogs" football team and the college battle cry "go you silver britches!"

A LIGHTNING BOLT The first of 12 former-Santa Fe B36-7s bought by BC Rail made its public debut in BCR's red, white and blue on August 17, 1996, when members of the British Columbia Railway Historical & Technical Society toured the Squamish shops. The paint scheme applied to BCR 3607 features a "lightning bolt," the first time since the two-tone green scheme was discontinued in 1985 that a BCR unit has received a "bolt." In addition to new paint, the unit also got ditch lights, a cab-mounted bell and a repositioned headlight. Still to be added is the distinctive BCR snow plow.

To celebrate the debut of 3607 and for the benefit of the BCRH&TS, which was holding its first convention, BC Rail arranged an impressive line-up of motive power. On display were 2-8-0 3716, stablemate locomotive to Royal Hudson 2860 on the North Vancouver-to-Squamish passenger train; Pacific Great Eastern RSC3m 561 from the West Coast Railway Heritage Park in Squamish; freshly painted B36-7 3607; RS18 621, one of two BCR RS18s with its Alco prime-mover, but on shop trucks awaiting its conversion to caterpillar power; M420 645, the last M420 in BCR green; M420B 683, which will be converted into a road slug and Budd RDC BC21 — BRIAN A. ELCHLEPP

CHESAPEAKE & OHIO 614 The much-anticipated return of main line steam in the northeastern United States moved one step closer on September 14, 1996. Chesapeake & Ohio 4-8-4 614, which had been undergoing repairs at New Hope, Pennsylvania, began its ferry move to Hoboken, New Jersey. The Greenbrier is scheduled to pull a 23-car train on six excursions between Hoboken and Port Jervis, New York, in October.

The ferry move started with 614 moving down the New Hope & Ivyland under its own power on September 14. The locomotive sat at Warminster until after the sun set and SEPTA's Saturday evening commuter trains had cleared. Conrail hauled 614 behind GP38-2 8110 into Philadelphia over the old Reading Warminster line to Nicetown Junction, where it swung north on the former-Reading main (now Conrail's Trenton Line) through West Trenton to Bound Brook, N.J. The final leg over the former-Central of New Jersey and Lehigh Valley lines to Newark occurred in daylight on September 15.

The October trips are being run by Ross Rowland's Iron Horse Enterprises to benefit the United Railroad Historical Society of New Jersey in its effort to establish a museum in the Garden State. On September 21, 1996, the 614 pulled a five car trip between Hoboken and Port Jervis as a "dry run" to the October trips. This was 614's first major running since the 1985 coal train tests in the New River Gorge. The 614 was mechanically perfect.

TWO FORMER SOUTHERN PACIFIC RSD12s The Orange Empire Railway Museum in Perris, California, expanded its collection with the addition of two former-SP RSD12s. SP 2954 and 2958 were donated by Long Beach-based Metropolitan Stevedore, the last operator of the units, in December 1995. Before the units could be moved from the port a long list of repairs were necessary to make the pair FRA-compliant. The repairs included a complete rebuild of the brake systems, which required 2000 man-hours of labor by museum volunteers. The units moved on their own wheels, leaving the port in May and arriving in Perris on July 25, 1996. Movement of the rare pair was donated by Southern Pacific, the LA Harbor Belt and BNSF.

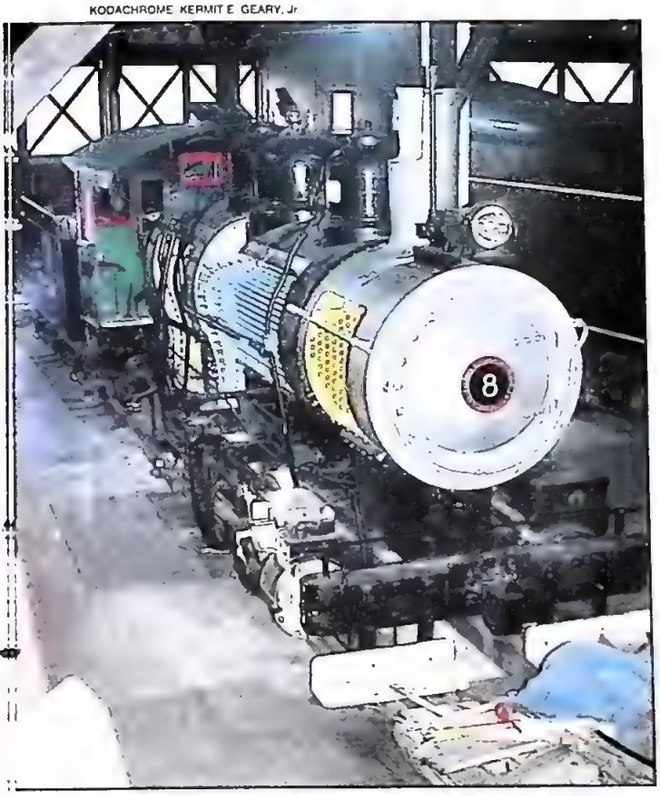
The two units were built in 1961 by Alco as part of a 21-unit order for SP. They served the Bakersfield freight pool (Central Valley - Tehachapi Pass), then moved on to Texas and Louisiana. After their retirement from SP in the early 1970s the two units were purchased by Metropolitan Stevedore and were numbered 1 and 2.

After the museum mechanical and curatorial staff have had an opportunity to more thoroughly evaluate both locomotives, a decision will be made regarding accessioning the locomotives into the collection. Depending on the results of the evaluation, one of the units may be offered for trade. OERM is seeking photographs, related diagrams and manuals and more information about where these locomotives served. Donations are also sought to offset the cost of acquiring the units. To lend assistance contact vice president of collections John Smatlak at OERM, P.O. Box 548, Perris, CA 92572; 909/943-3020 — PAUL HAMMOND and JOHN SMATLAK.

A LIGHTNING BOLT in red, white and blue has been applied to BCR B36-7 3607, the first unit to receive a "bolt" since two-tone green was discontinued in 1985. The unit was unveiled at the Squamish Shops on August 17, 1996, during the convention of the British Columbia Railway Historical & Technical Society. On display at the shop were 2-8-0 3716, PGE RSC3 561, B36-7 3607, RS18 621, M420 645, M420B 683 and rail diesel car BC21 (**right**).

KODACHROME: BRIAN A. ELCHLEPP

KODACHROME: KERMIT E. GEARY, Jr.



WINDOWS INTO AN 0-6-0 were cut by J. David Conrad for Steamtown National Historic Site. Not yet completely finished on September 12, 1996, the locomotive is sitting in the Scranton roundhouse where work can continue into the winter. The open windows into the 1923 Baldwin permit viewing directly into the boiler, firebox and smoke box. This is the first and only "sectioned" steam locomotive in the U.S.

CHESAPEAKE & OHIO 614 steamed past the Wycombe, Pennsylvania, station on the New Hope & Ivyland on September 14, 1996 (**below**). The big Greenbrier was on the first leg of a trip that would take it from New Hope to Hoboken, N.J. The 614 was readied for service by Ross Rowland's crew at New Hope for a series of October leaf-looker trips on New Jersey Transit.

KODACHROME: KERMIT E. GEARY, Jr.

KODACHROME: PETER J. SMYKLA, Jr.

THE LAST ALCO RS3 BUILT is owned by Peter J. Smykla., Jr., on his Paperton Junction Southern near Pine Bluff, Arkansas. Shown on September 4, 1996, PJS 303 was built in August 1956 as Litchfield & Madison 303, the last Alco built with a 244 engine. It later ran for the Michigan Northern via Chicago & North Western.

TWO FORMER SOUTHERN PACIFIC RSD12s were donated to the Orange Empire Railway Museum at Perris, Calif., by Metropolitan Stevedore, the last operator of the rare pair (**below**). The 1961-vintage Alcos arrived at the museum on July 25, 1996. Both units are operable.

KODACHROME: OERM. JOHN SVATLAK

1522 AT FORBES FIELD ON SEPTEMBER 1, 1996

UP GP39-2s DEPARTING TOPEKA, KANSAS, ON AUGUST 31, 1996.

1522 SLOWLY ENTERED EMPORIA ON SEPTEMBER 2, 1996.

THEY CAME to Topeka, Kansas, over Labor Day weekend, August 30-September 2, 1996. A total of 92,745 people were recorded to have entered Forbes Field, an historic military air field a few miles south of Topeka, to attend any or all of the 11th annual Topeka Railroad Days. Begun in 1986 when Union Pacific's 4-8-4 844 pulled a train across Kansas to commemorate the 150th birthday of the Sunflower State, Topeka Railroad Days has blossomed into one of the largest rail festivals in the United States — and also into a non-profit corporation with a seven-figure annual budget that owns Santa Fe 84-inch drivered 4-6-4 3463 and holds a lease on the Union Pacific passenger depot north of town which it plans to restore in the coming years. Topeka Railroad Days is already planning next year's event.

The star of the 1996 show for the railfans was clearly the Frisco 4-8-2 1522, which travelled from St. Louis, Missouri, to attend. Owned by the Museum of Transportation in Kirkwood, Mo., and leased and restored by the St. Louis Steam Train Association, the 1522 was hot for the entire event, and on Monday it pulled a 100-mile round trip between Topeka and Emporia, Kansas.

Other equipment operating and on display included Kansas City Southern's gorgeous new *Kansas City Southern Belle* business train, BNSF warbonnet-painted GP60M 131, Union Pacific GP39-2s 2744 and 2745 recently leased and freshly painted, plus a tri-level auto carrier freshly rebuilt at BNSF's Topeka Shops. Also on display were several cars from the BNSF executive fleet, pump handcars and track speeders and several tents and displays sponsored by the railroads, museums and rail historical societies.

BNSF GP60M 131 AND THE KCS BUSINESS TRAIN AT RAILROAD DAYS ON SEPTEMBER 1, 1996.

Union Pacific and BNSF track gangs competed in the tradition of "gandy dancers" to build a section of track. With their "John Henry" hammers swingin' and ringin', these rough and rugged modern section-men attracted the biggest crowds at one time of any of the on-site rail displays. The rail equipment was lined up on a single track on the street side of Forbes Field.

The rest of Railroad Days included country fair-style tables and booths with vendors selling all kinds of local food and trinkets, and there were hobo displays, several full size live steam tractors and a few pieces of threshing equipment and several carnival and mini-train rides for the kids. The largest crowds gathered for three headline concerts by country music stars JoDee Messina (Friday night), Tracy Lawrence (Saturday night) and the Nitty Gritty Dirt Band (Sunday night); all three shows were

Topeka Railroad Days 1996

by Mike Del Vecchio

free to Railroad Days attendees. All-weekend badges sold for $5.00 in advance and $10.00 at the gate.

In addition to the Emporia steam trip, the UP GP39-2s pulled six short excursions during the weekend to three separate cities: Lawrence and Desoto to the east and Osage City to the west (compass south). Even the diesel runs were photogenic, as this segment of original AT&SF still has several steam-era semaphore signals in service, including two sets near the 40-acre Railroad Days site.

The crew and fans of Frisco 1522 had

1522 AT RAILROAD DAYS ON SATURDAY NIGHT AUGUST 31, 1996

THE HARVEY GIRLS POSED WITH AT&SF 2-6-2 1015 AT EMPORIA.

A BNSF FREIGHT PASSES 1522 AT EMPORIA ON SEPTEMBER 2.

1522 HEADS EAST ON FORMER-FRISCO RAILS NEAR CONWAY, MO., ON SEPTEMBER 4, 1996.

their fun, too, with Railroad Days. The Mountain-type left St. Louis with its five-car mostly-blue and white *Firefly*-painted train on August 28th and ran north along the Mississippi River through Hannibal before turning west to Brookfield, Mo., for the night. On August 19th it continued west over the BNSF/NS "joint track" and into Kansas City, getting all the way to Topeka that night. After Railroad Days it ran east again on September 3rd back to Kansas City with SLSTA's own five cars and the BNSF consist. After dropping the BNSF cars at Argentine Yard west of downtown Kansas City, 1522 turned south onto former-Frisco rails with the five car *Firefly*. It ran like the wind before stopping at Fort Scott, Kan., one of 1522's old haunts, for thirty-seven-and-a-half minutes of scheduled servicing. From there 1522 continued over the serpentine rails to Springfield, the heart of the steam-era Frisco, where it tied up for the night. On September 4th, the 1522 continued east making easy work of Dixon hill. It stopped at Newburg for servicing and then ran to St. Louis where the UP escorted it to the Museum.

Topeka Railroad Days 1996 was a terrific success. While the BNSF was the best represented — after all, Topeka was the AT&SF's middle name — UP and Kansas City Southern were also very visible participants. For next year Railroad Days spokesman Devin Southerland says that steam excursions are definitely part of the plans, and that he'd like to vary the locomotives from year to year. Which will show? It's too soon to tell. Meanwhile, Topeka Railroad Days is a Labor Day weekend well spent for the entire family.

1522 ENGINEER DON WIRTH WAVES TO A SECTION CREW NEAR PACIFIC, MISSOURI.

1522 and BNSF GP60M 131 SPENT THE NIGHT IN DOWNTOWN TOPEKA ON SEPTEMBER 2.

GRAND ISLAND: A CROSSING IN TRANSITION

by Richard L. Schmeling

PHOTOGRAPHY BY RICHARD L. SCHMELING EXCEPT AS NOTED

CONSIDER the busy Union Pacific main line across Nebraska and its constant parade of merchandise, coal trains, grain trains and double-stackers. Mix in a former Chicago, Burlington & Qunicy line that was one of the primary coal corridors for the Burlington Northern, seeing ever-increasing movements between the mines in Wyoming's Powder River Basin and the electric generating plants in the Midwest and South. Now slap those two across each other at a level crossing controlled by a wooden interlocking tower, and you'll understand why Grand Island, Nebraska, had one of the busiest sets of diamonds in the country — and why something had to be done about it.

In recent years the Burlington Northern had been putting 25 loaded coal trains through Grand Island each 24-hour period along with 25 empty hopper trains returning to the mines. Union Pacific traffic levels were equally great. Until July 27, 1995, all this traffic converged upon Grand Island with the single-track BN crossing the three-track UP at grade. If the traffic was evenly spaced, getting trains through this crossing would be simply difficult. But traffic on both roads has a tendency to bunch, and delays were common as a result.

Heavy traffic at the diamonds took its toll on the track. The constant pounding of loaded coal trains caused bolts to work loose, anchors to move and spikes to pull. As BN coal trains hit the diamonds, a constant *rat-a-tat-tat, rat-a-tat-tat* created a din that made conversation in the area impossible. A BN employee noted that he lives about three miles from the crossing, and the pounding of trains on the diamonds could often be heard at his house. Daily maintenance was the norm at the crossing, and there were ample piles of supplies stacked nearby for use when the crossing parts required replacement. Neither railroad could afford to have the crossing out of service for long because of the volume of traffic.

The answer: Grade separation

As early as 1973, when the coal traffic from the Powder River Basin began to explode, the BN looked at the crossing in Grand Island and explored some sort of a grade separation which would eliminate this choke point. Studies were done, and the cost figures came back. Faced with expenditures to lengthen sidings, lay more double track and improve signals on the Lincoln-Alliance line to handle growing coal business, the BN couldn't make the investment and put the plans on the shelf. In 1982 the BN took another look at the Grand Island problem, but once again decided that it could not afford to do the project on its own.

THE BURLINGTON NORTHERN FLYOVER is in service at Grand Island on October 14, 1995, as Oakway SD60 9019 and BN SD60M 9228 (**above**) are northbound with an SEPX empty hopper train, and UP and C&NW C44-9W's (**below**) head up an eastbound van train.

One of the early proposed solutions had been to reroute the BN east around Grand Island, build the bridge over the Union Pacific east of the UP yard and then connect the new trackage to the existing line southeast of town. Further investigation revealed that this alternative would require the acquisition of much expensive new right-of-way. Another approach was examined which would simply use the existing corridor and elevate the BN line through town and over the UP at the old grade crossing site. By utilizing this alternative, BN was able to obtain $6 million from the Nebraska Department of Roads for the project. A number of in-town grade crossings would be elim-

Eight Twisters and a Tower

The two-story wooden tower guarding the BN-UP crossing did not receive much maintenance over the years. It would receive a coat of new paint from time to time, but it smacked of old-time railroading. The interlocking plant used the shorter levers and incorporated electrical systems compared to the tower at the BN-UP crossing at nearby Hastings, Nebraska, which had long levers that threw switches and derails by means of a rods, cranks and rollers.

The Grand Island tower was modernized to the extent that the operator had a radio set he could use to contact trains from both railroads. Otherwise, it was much the same as in the steam era.

Think of Nebraska, and weather extremes such as blizzards and tornadoes often come to mind. Grand Island has seen its share of both. In 1980 the area was hit by a tornado which caused extensive destruction in a number of areas. The recent movie "*Twister*" taught us about those who study tornados, and the 1980 Grand Island storm has been a favorite object of analysis. Students of weather believe that there were no fewer than eight separate tornado funnels in the area during that storm.

Shortly after this storm I was invited into the tower by the operator who recognized me from previous photo excursions. After discussing what traffic was coming, I casually asked about the recent storm. The operator's eyes got big, and he related that he'd been on duty during the early evening hours when the storm hit. He explained that he'd been alerted to the bad weather by the dispatcher who had been contacting crews of various trains in and near Grand Island to warn them to leave their trains and seek shelter.

The operator had seen various funnel clouds clearly outlined by lightning flashes. They were all around him. I asked if he had taken shelter, and he reminded me that the tower had no basement, and the first floor was filled with mechanical and electrical equipment which would present a hazard if the tower came down with him in there. He decided that he needed to man his post until relieved and stayed on the second floor as the storm hit all around him.

"This old tower would have broken into a million splinters if one of those would have hit right here," he reflected. "I guess I just decided that there was no place to hide, and I'd take my chances."

Railroading had its heros, even in 1980 — RICHARD L. SCHMELING.

THE PROBLEM OF DELAYS at the Grand Island crossing is clearly evident in this photo of two BN SD40-2s rattling the diamonds with a southbound loaded CEPX coal train while a westbound UP van train waits in the distance on June 11, 1994. Looking west along the UP main **(opposite inset)**, the recently de-activated wooden interlocking tower southwest of the diamonds is visible behind the caboose of a northbound BN empty hopper on May 27, 1983.

inated, improving motor vehicle safety, and additional funds became available by including this aspect in the plan. The City of Grand Island, long in favor of such an improvement, contributed $200,000 to the effort and held town meetings to sell the project.

As a result, on Thursday, July 27, 1995, the first BN train to travel the new alignment was able to "fly over" the Union Pacific. Getting to that point involved many problems, however.

Union Pacific: The senior road

The Union Pacific built through Grand Island as part of itss thrust west to Promontory, with track being put through town on July 8, 1866. Steam locomotive performance and train speeds were such that Grand Island was established as the first engine servicing facility and crew change point west of Omaha/Council Bluffs. A series of branch lines was later constructed radiating out of Grand Island, and a freight yard was built.

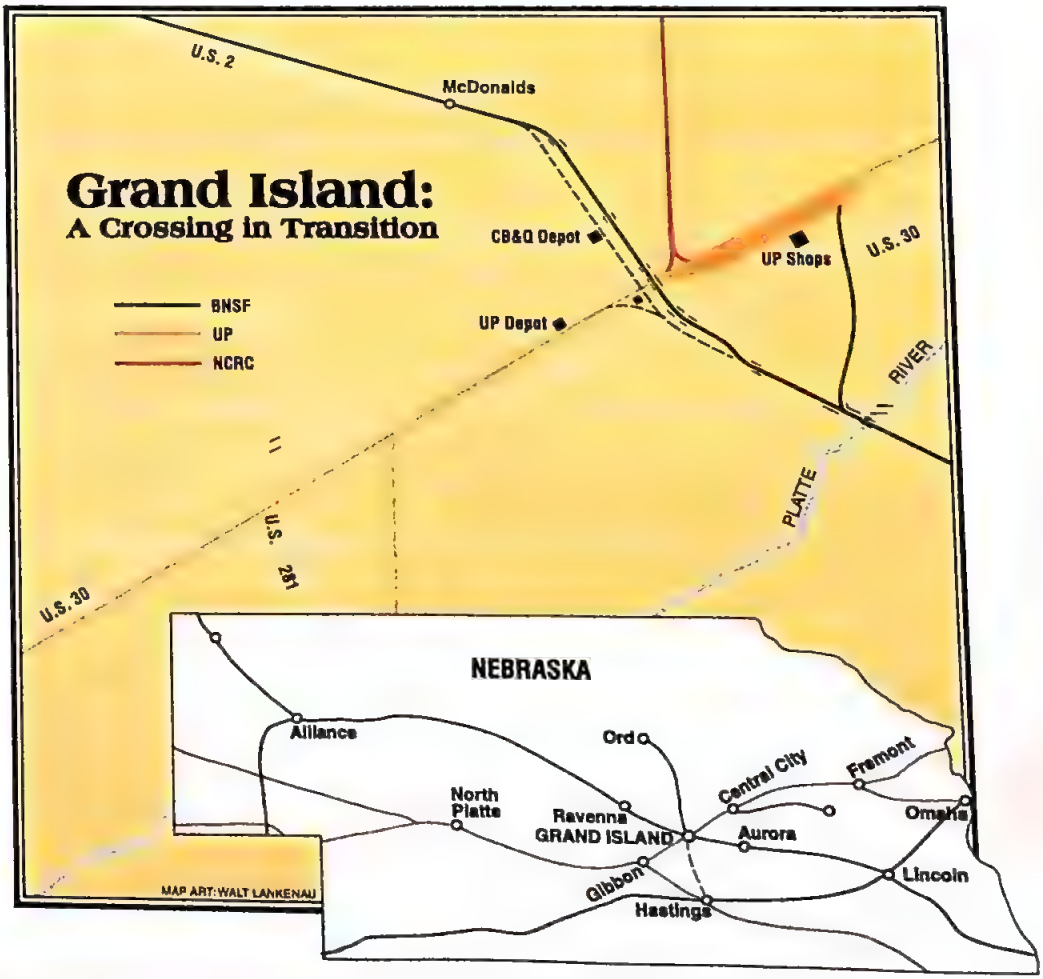
Grand Island also boasted a locomotive shop complex that lasted until the end of steam, although major shop work was done in Omaha or Cheyenne. A large roundhouse was constructed just to the southeast of the present crossing, and various storehouses, shop buildings and stockyards sprang up in the area.

Adding to the flurry of activity was the St. Joseph & Grand Island Railroad, which was built into Grand Island in October 1879. Its main line from Hastings brought StJ&GI trains to Grand Island, where it shared the passenger depot, freight yard, roundhouse and engine facilities with the UP (the StJ&GI became a part of the UP in the 1920s).

The CB&Q: The junior road

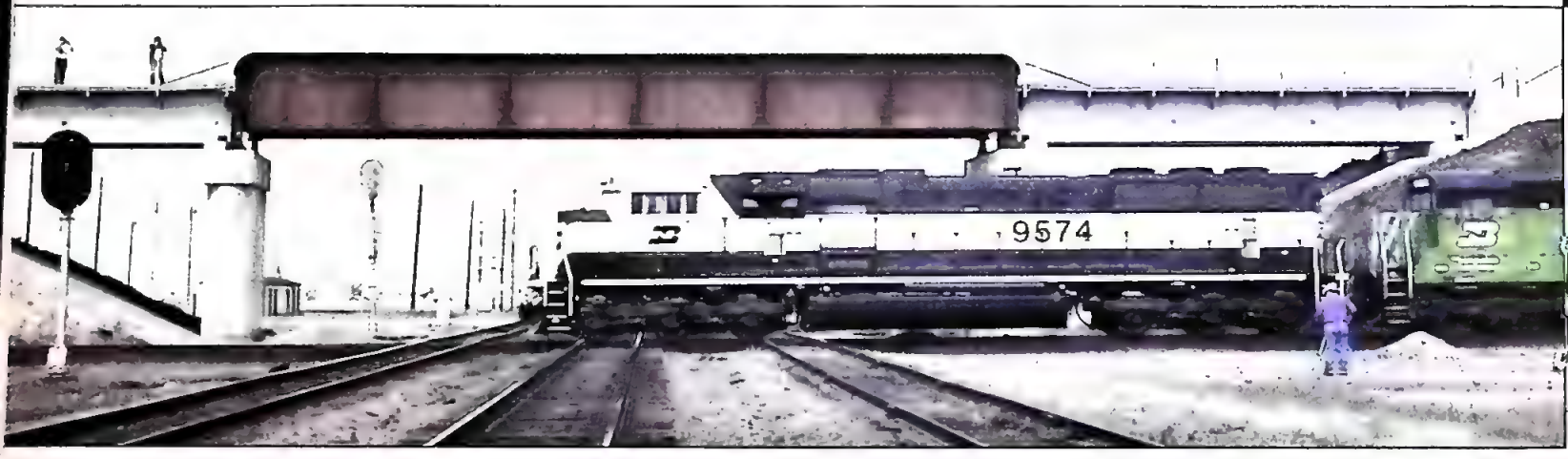
By the time the Chicago, Burlington & Quincy subsidiary Burlington & Missouri River reached Grand Island in 1884, the UP was firmly in place. An agreement was negotiated for the CB&Q line from Lincoln to Alliance to cross the UP at grade with a tower, manned by UP employees, to control the crossing. The CB&Q constructed a substantial brick passenger depot several blocks north of the UP crossing in 1911 to replace an earlier depot. A small yard was also laid out in this area, and the Burlington developed some local business which grew to the point that Grand Island had an assigned switch engine stationed there.

The line from Lincoln to Alliance runs generally northwesterly, and as it approaches Grand Island, it turns to a north-south alignment to cross the UP



and then curves back northwesterly at the north part of town.

Prior to the coal boom of the 1970s, the Q to Alliance was somewhat of a sleepy line. In the 1950s four passenger trains provided service until daytime 41 and 44 were discontinued in 1960. The night trains, 42 and 43, lasted until 1969. Freight traffic consisted of a number of stock trains out of Montana, Wyoming and the Sandhills of Nebraska until that business shifted to trucks. Time freights carrying traffic between the Pacific Northwest and Kansas City also were seen on this route, but CB&Q traffic density was sparse compared to the UP. Time freights continue to use the line, but coal traffic has become so heavy that at times the manifests are routed off the coal corridor so that they can get over the road. The relative traffic densities of the UP and the CB&Q at Grand Island changed soon after the 1970 BN merger when low-sulfur coal began to move in quantity. Traffic on the BN line has grown continually with coal movements predominating heavily.



THE NEW OVERPASS WAS IN PLACE but not yet in service on May 21, 1995, as SD70MAC 9574 hammered the UP diamonds with a northbound hopper train. With a bucket full of "ballast," a bulldozer **(below)** was pulling rail off a rail train in July 1995, resulting in this view **(left)** looking southward.

SCOTT BLAIR

The crossing tower

Control of the CB&Q-UP crossing was handled for years by a manned crossing tower with a mechanical-electrical plant. This plant also controlled entry into the UP Grand Island yard at both the west and east ends.

For many years the CB&Q was crossed by five UP tracks, the northernmost being a lead from the passenger station, located to the west of the tower, where branch line mixed trains departed. This lead carried the branch trains over the crossing to a wye northeast of the crossing where they then headed north on their journeys up the several branches. This lead kept the branch trains north of the busy double-track UP main line. Mixed service on the branches was discontinued in the 1960s, and the north lead was removed. Freight service on the branches continued with trains originating out of the UP yard.

Next from north to south were the eastbound and westbound UP mains. For many years a fourth track, the "St. Joseph & Grand Island Main" on the tower track diagram, also crossed the Q. This separate line allowed StJ&GI trains to proceed through the passenger depot and into the yard without fouling the busy UP mains. This track was eventually removed. The final track is the lead to the Grand Island yard and engine terminal.

Prior to the BN merger, the CB&Q and UP ran some hot through trains with pool power known as the "CGI" (Chicago-Grand Island) although these trains simply moved from Q track to UP track at Grand Island and continued west to North Platte. A connecting track southwest of the tower allowed the Q-UP to handle these trains.

The wooden interlocking tower governed the crossing until May 1983, when it was deactivated and torn down. Control of the junction was transferred briefly to the new UP Grand Island yard office located about a block east of the crossing. An operator in the yard office governed who got to go across when, but this function was later transferred to the UP dispatcher, with this function ultimately ending up in the Harriman Dispatch Center in Omaha.

The new kid in town

A new dimension was added at Grand Island in the spring of 1993 when the UP spun off a series of Nebraska branches to the Nebraska Central Railroad. The UP Stromsburg Branch extended from

THE NEBRASKA CENTRAL had a mixed bag of power on a grain train that was just set out in the UP yard (**top**); headed for the engine terminal on July 1, 1995, were NCRC GP38s 4202 and 4200. SP SD40T-2s 8321 and 8304 and UP SD60M 6205. On May 21, 1995, before the new BN line was opened for traffic, eastbound C&NW C44-9W's 8614 and 8704 (**above**) were photographed from the overpass as the BN local sat on the wye with GP38X 2162.

Central City, a few miles east of Grand Island, to Brainard where it stub-ends. This line passes through a rich grain-producing area with many elevators, several of which load unit grain trains. Nebraska Central was able to secure an arrangement which allowed it to exercise trackage rights over the UP main line from Central City to Grand Island and turn over trains to the UP in the Grand Island yard. The Nebraska Central power also is allowed to use the UP Grand Island service facility and shop.

A second line, the Ord Branch, extends from Grand Island northwestward about 60 miles through St. Paul to Ord. The elevator at Ord is equipped to load unit grain trains, which keeps the Nebraska Central busy. Trains come onto and off the Ord Branch on the north side of the UP yard where the wye to the branch is still in place. Power from trains on this branch must come out of the Grand Island engine facility and cross the BN line to access the north side of the yard and the wye.

The Nebraska Central currently uses a mix of its own power and UP road engines on both the Stromsburg and Ord branches. Activity at the crossing will often include Nebraska Central units, adding to the variety.

How can we do it?

Once the decision was made to go ahead with the construction of the new elevated BN trackage, there were a number of questions presented. First of all, the new alignment would have to be constructed while the old trackage was still in use. However, construction of the new fill would require elimination of the current yard trackage in Grand Island, and the Grand Island switcher would have to be relocated. Prior to the commencement of construction, the switcher was reassigned to Aurora, Neb., about 20 miles east on the coal line. Additional yard trackage was constructed in Aurora, and a new yard office was built as an operational base for the switcher. This construction took place west of the old Aurora depot which had been positioned near downtown for passenger and express traffic.

Once the new facilities were ready, the switcher (today a GP38-2 but formerly assigned an SW-1000 when based in Grand Island) was shifted to Aurora. This allowed yard trackage in Grand Island to be removed. A local originating at Aurora works west to Grand Island and handles the switching, returning to Aurora at the end of the day.

The alignment of the new fill at Grand Island was such that several existing buildings had to be torn down, and the businesses housed in them had to be relocated elsewhere. Next there was a problem in obtaining dirt for the fill. Grand Island sits in the Platte River Valley, and the surrounding area doesn't have hills that could be cut down for use in building the fill. The water table in Grand Island is high because the Platte River Valley is one giant sponge that retains water from the river flow. An arrangement was made to excavate dirt from several sites which would then fill with water, creating new recreational lakes for Grand Islanders to enjoy.

In order to attain the height necessary for crossing the UP, the approach from the north had to be gradual enough to allow loaded coal trains to maintain a decent speed. The new BN alignment comprises a total of 2.5 miles of fill.

Earthwork started on the south end in the spring of 1994. Not only did the UP main line have to be bridged, but just south of there U.S. Highway 30 also had to be crossed. North of the UP several overpasses had to be constructed to allow some streets to pass through the new fill. Pilings were driven, and bridge abutments were constructed as the fill activity was taking place. Earth-moving equipment working on the new fill would often come close to

the active track of the old alignment. The BN stationed a flagman atop the fill who was in radio communication with approaching BN trains. When a BN train was cleared across the UP diamonds, the flagman would communicate with construction personnel by CB radio and tell them to stand down until the train or trains had passed.

When the earthwork was completed and the overpasses were in, a connection was cut in on the north end of the fill to allow rail laying to begin. A concrete tie laying train was scheduled for mid-June, and by July 1, 1995, ties had been laid the length of the new line, and ribbon rail had been clamped in place. Ballast had been dumped, and the liner and tamper machines were putting the track in final alignment.

With the opening of the new track, the old UP diamonds were torn out, and the ground level BN track was taken up. The old brick passenger depot, still used by signal personnel, will be left to look up at trains passing high above on the new track.

Railfanning the new crossing

Since the new BN line runs north-south, photo opportunities are dictated by the time of day. Morning shots are best taken from the east side of the BN for trains in either direction, and light favors UP eastbounds, though UP westbounds will have good side-lighting from mid-morning on. About an hour either side of noon will have strong nose light on BN southbounds. In the afternoon light favors the west side of the BN and UP westbounds.

The prize shot would involve a BN train passing over a UP freight. Given the volume of traffic on both railroads, this sort of shot is possible but will require considerable luck.

There are some photo opportunities you may want to explore which do not involve the immediate area of the UP/BN crossing. BN trains descend off the new elevated track just west of Stuhr Road south of U.S. Highway 30. The trains are curving southeasterly at this point, which lends itself to some good morning shots but will not work for afternoon photography.

A new overpass over U.S. Highway 30 to the south of the BN/UP crossing provides some nice afternoon photo opportunities for BN trains in either direction from the west side of the fill.

North of the crossing, the fill continues quite a few blocks in a north-south direction. Morning shots from the east side of the fill and afternoon shots from the west side favor eastbounds (moving south), but early morning and late afternoon sun also provides good lighting for westbounds (moving northward).

Further north, in the area of Capital Avenue, the BN's new line descends off the grade and curves to the northwest. The line crosses Capital Avenue on an overpass and then rejoins the former track alignment further west. Later in the afternoon, you can get good shots of BN westbounds coming off the grade.

While the new BN line was under construction and trains were't running on it, some nice shots of the UP could be obtained from the fill. However, now that the line is in operation, BN trains traverse the new line at speeds in the neighborhood of 50 miles per hour! Obviously, trespassing is not encouraged.

Having a scanner will help you keep track of traffic. The BN is single track from a siding in the northwest part of Grand Island over the new elevation for several miles until it curves back to the southeast. BN eastbounds often wait at McDonalds in northwest Grand

ON OCTOBER 14, 1995, Kansas City Southern SD60 747 **(top)** was southbound behind Oakway SD60 9001 on UNSX loads, with the scars of the former BN line and diamonds visible in the foreground. KCS SD50 718 trailed Oakway 9054 **(below)** on a GSNX train, and UP E-units 963B and 949 **(right)** were moving home to Cheyenne, Wyo., on that same day.

island for westbounds to clear the single track, and scanner talk between the waiting trains and the dispatcher will often tip you off to movements.

The old BN alignment included a number of street grade crossings, and trains blowing for these could be heard for some distance. With the grade crossings eliminated, this advance warning is gone, and the first sign of a BN train in either direction may be the sound of diesels revving up for the grade.

Union Pacific westbounds tend to sneak up and are often hidden until almost at the crossing by freight cars in the yard. UP eastbounds have a number of grade crossings in the downtown area to blow for, and you can generally hear them coming in by a frantic burst of activity. During busy periods, trains may come through the area five or ten minutes apart.

Burlington Northern reports that traffic through Grand Island has decreased its transit time from Ravenna to Lincoln about two hours since the grade crossing was eliminated. When traffic is particularly heavy, crews may outlaw before reaching Ravenna or Lincoln, requiring a dog-catch crew to bring trains in. Saving a couple of hours becomes significant in keeping these dog-catch instances to a minimum. There are no comparable figures available from the UP, but observations of the crossing before and after the grade separation indicate that the UP also eliminated train delays.

SD60s or mixed sets of Oakway and KCS units. Continuing delivery of SD70MAC's has resulted in the increasing appearance of two-unit sets of the MAC's on coal trains. Intermixed with the coal trains, LMX B39-8/B30-7A B-unit combinations and SD40-2s in multiple are seen on the manifests and intermodal trains. Santa Fe C30-7 units, several still in the Kodachrome paint scheme, and SD40-2s are regulars through Grand Island. Most recently, the BNSF merger has resulted in the appearance of Santa Fe Warbonnet C40-8W and C44-9W units and a few GP60M's. Union Pacific units ranging from SD60M's and C41-8W's to SD40-2s and C30-7s are commonly seen as pool power on coal trains on the BN.

time to get set up for a good photo.

It's not uncommon for UP dispatchers to use the Grand Island yard area to sort out traffic. Thus, an empty coal train may pull down on the westbound main and come to a stop for a westbound double-stack or van train to run around it on the south (eastbound) main and cross back over to the westbound main just west of the BN overpass. At times, slower trains will wait for two or three of the hot trains before being allowed to proceed west.

Similarly, slower UP eastbounds may be sent into a long running track in the yard while hot traffic rolls past on the eastbound main. There are also freights which originate or terminate in Grand Island or pause to pick up or set out, which add to the activity.

Even though the traffic levels on both railroads are high, there will be lulls during any given day with no traffic on either line for up to 45 minutes. If you should happen to hit a lull, don't worry, because it will often be followed

Motive power

Union Pacific power through Grand Island will include a sampling of just everything on the railroad — plus pool units. Since the UP/C&NW merger, C&NW units are even more frequent than in the past. Van trains and double-stackers run with SD60M's and C&NW C44-9W's, with C&NW SD40-2s and UP C40-8s also showing up. Coal trains draw some of the new C&NW 8800-class C44-9W AC units and UP SD60M's plus some UP C40-8s and C41-8W's. Grain trains and drag freights have interesting combinations of UP SD40-2s and C30-7s. Locals working in the area use single GP38-2s and two-unit combinations. The Grand Island yard switcher is usually a GP38-2. Foreign power appears in the form of Conrail units and some SP and Norfolk Southern.

Currently Burlington Northern offers coal trains with three-unit sets of SD40-2/C30-7 combinations or two Oakway SD60s or two-unit sets of KCS

Both the BNSF and UP/SP mergers will likely continue to add variety to the already interesting motive power scene, and both railroads project traffic increases in the years to come.

From Lincoln to Alliance BNSF continues to construct additional miles of second main track to handle increased business. In the future what was a single-track line with passing sidings will become a mostly double-track line with some short stretches of single track like the new Grand Island flyover.

Union Pacific will have a three-track main line from North Platte to Gibbon by the year 2001. East of Gibbon, UP continues to convert what was a fixed-direction double-track main line with automatic block signals to bi-directional trackage under CTC with frequent, high-speed crossovers to add capacity and flexibility.

The railfan who includes a stop in the area should be able to look forward to more and more trains, so invest a day at Grand Island and enjoy the show!

FUJI VELVIA MIKE CONFALONE

THERE ARE SOME interesting things happening in the north country of Maine and Quebec. While the rest of the New England regionals and short lines plod along at their typical pace, Iron Road Railways is fast establishing itself as a major player in the area. With its purchase of the Bangor & Aroostook and the Canadian American (former CP Canadian Atlantic), Iron Road has begun putting into action an aggressive campaign to recapture business that has been lost to trucks. It's time to start taking notice.

Iron Road Railways Inc. (IRR) is a Washington, D.C., based holding company which specializes in acquiring underutilized rail lines and revitalizing business while creating new transportation efficiencies in the process. They own and operate over 800 miles of rail lines in the U.S. and Canada, generating over $50 million annually. In addition to the Bangor & Aroostook (BAR) and Canadian American (CDAC), Iron Road also owns and operates the Windsor & Hantsport Railway in Nova Scotia and the Iowa Northern Railway, as well as a trucking/warehousing concern called Logistics Management Systems (LMS).

FUJI PROVIA MIKE DEL VECCHIO

The Iron Road System

by Mike Confalone

the fleet of leased GP40s that CDAC rosters. The lone GP40 painted in the CDAC colors is also in the pool. For a brief period in July and August, 1996, CDAC also leased four or five C424s from St. Lawrence & Hudson which operated exclusively between Millinocket and Sherbrooke.

For the visiting railfan, the combined BAR/CDAC/St. Lawrence & Hudson is well worth a look. For many years, operations on the former Canadian Atlantic Sherbrooke Sub were unpredictable at best. Much of the operation in Quebec and Maine was at night, and daylight trains were often tough to come by, especially in the last years of

FUJI PROVIA, MIKE DEL VECCHIO

THE YARD AT SHERBROOKE, QUEBEC, had CP RS18 1864 as a yard engine and C424 4210 on the rear of a road set just in from Montreal on July 7, 1996, in the company of Canadian American GP40 No.40 in the new livery (**opposite bottom**) and the next morning (**above**) with MK lease unit 4302 (ex-IC 3074). A month later, a mix of leased power, BAR GP38s and a CP C424 (**top**) had Canadian American Train 4 eastbound at Bury, Quebec.

At this time, Iron Road is in an aggressive acquisition mode, according to company officials. The purchase of the remainder of CP Rail's lines in Southern Quebec (Sherbrooke Subdivision, Lenoxville to Farnham, to be named *Chemins de Fer du Quebec Sud* [The Quebec Southern Railway], as well as the Newport and Lyndonville Subs down into Vermont [to be named The Northern Vermont Railway]) should be completed by the time this is published. Tentative closing date for the transaction was late September at the time of this writing.

Effective April 22, 1996, Iron Road instituted a new dedicated freight schedule for trains originating on the Bangor & Aroostook in Maine and operating over the Canadian American to Sherbrooke for connection with CP Rail (St. Lawrence & Hudson) to Selkirk and Chicago. Much of the product is paper from Fraser Paper in Madawaska and Bowater/Great Northern Paper in Millinocket, as well as lumber and other interchange traffic coming off the New Brunswick Southern (Eastern Maine Railway) at Brownville Junction. At first, StL&H supplied Iron Road with SD40s running through all the way to Millinocket, Maine. This practice has ceased, and all Canadian American trains swap power at Sherbrooke, Quebec. Power west of Sherbrooke on the St. Lawrence & Hudson is generally MLW, with C424s and RS18s still dominating. Get your photos of the Alcos while you can, because they'll likely be disappearing fast when Iron Road assumes the operation. East of Sherbrooke, power for the Canadian American/Bangor & Aroostook is a mix of the older BAR GP38s, as well as the new repaints and operation. Today it is possible to see up to four trains during daylight between CDAC/BAR and StL&H. The following is a summary of the current combined BAR/CDAC schedules as well as those for St. Lawrence & Hudson. Keep in mind that after assumption of the trackage west of Sherbrooke and into Vermont, operations will be modified, though it is expected that most activity will continue to run in daylight.

Train No.1. Westbound BAR/CDAC leaves Millinocket, Me., early morning, usually by 7:00 a.m. Connects with New Brunswick Southern at Brownville Junction. Arrives Megantic, Quebec, around noon.

Train 915. Westbound St. Lawrence & Hudson on duty Sherbrooke upon arrival of CDAC No.1. Crew call time can vary, though generally departure has been 2:00 to 4:00 p.m. This train will handle the traffic brought in on CDAC No.1. Power is StL&H MLW's or SD40s.

Train 905 westbound / 906 eastbound. St. Lawrence & Hudson, times vary more than the 915, though there is a good chance of seeing at least one of them on the line between Sherbrooke and Farnham during daylight.

Train No.4. Eastbound CDAC/BAR leaves Megantic between 5:00 and 7:00 a.m. It may do work at Brownville Junction on its way back to Millinocket. Any eastbound train on this schedule would be good for photography in the Moosehead Lake region of Maine as well as on Onawa trestle.

Train No.3. Westbound BAR/CDAC generally leaves Millinocket between 3:00 and 5:00 p.m. May pick up at Brownville Junction on its way to Sherbrooke. This is a terrific train to chase on the BAR, especially in summer months, but it will traverse most of the Sherbrooke Sub in darkness.

The future

According to IRR's president and CEO Robert T. Schmidt, "The prospective acquisition of the additional 250 miles of track from CP Rail system in Quebec and Vermont will strengthen our ability to offer shippers throughout the Atlantic provinces and northern New England a fully integrated transportation system focused on quality customer service. Control of these lines will add to our own operating efficiency and provide improved direct connection with our Class I partners in the greater Montreal area, which will further benefit our customers."

For railfans, the future is bright, indeed. With the purchase of additional trackage

FUJI PROVIA. MIKE DEL VECCHIO

IRON ROAD'S "new" Bangor & Aroostook historic livery was on GP38 300 (**right**) on July 7, 1996, at Sherbrooke. Sister 302 (**opposite**) was leading Canadian American Train 1 into Sherbrooke in August 1996. St. Lawrence & Hudson Train 915 (**top**) was westbound at Foster, Que., on August 11, 1996, with CP RS18 1821 and C424s 4237 and 4227.

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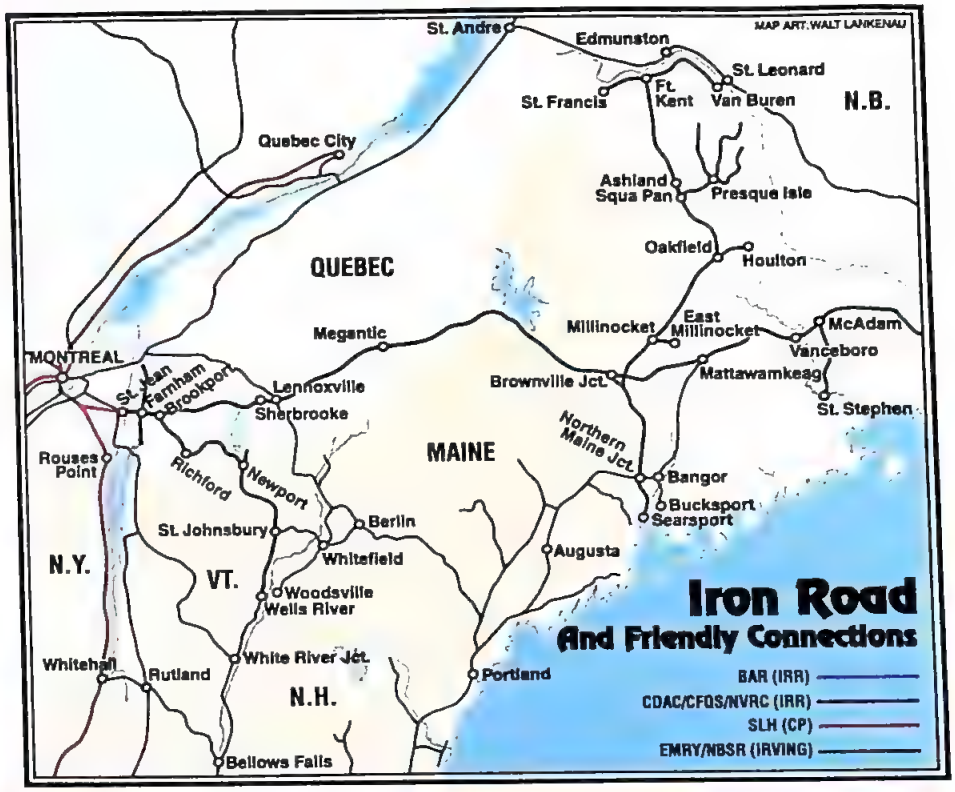


FUJI VELVIA MIKE CONFALONE

in Quebec and Vermont, Iron Road is busy securing a fleet of locomotives for use system-wide. All 17 of the old Bangor & Aroostook GP38s are in the process of being completely rebuilt at NRE in Silvis, Ill., complete with Q-tron microprocessor controls and a new dress of BAR's classic blue and gray. The first rebuilds were out by the end of August. Iron Road is considering a fleet of 19 ex-SP GP35s for use on the Canadian American/Quebec Southern and Northern Vermont. And who can argue with that Canadian American livery of CP Tuscan and gray? Iron Road is also designing specific heralds and color schemes for its new operations in Vermont and Quebec but may incorporate the CDAC paint design for its locomotives.

Iron Road management sees significant opportunity for increased local business along the entire former Sherbrooke Sub as well as the Vermont lines. The St. Johnsbury, Vermont, area is being targeted as a key truck-to-rail facility. And there are many other developments on the horizon. But we'll save that for the next story.

Indeed, the Iron Road system is making headlines!

SEPTEMBER 10, 1996

A TYPICAL TEHACHAPI TUESDAY

by Ted Benson

"Now some guys they just give up livin,'
"And start dyin' little by little, piece by piece.
"Some guys come home from work and wash up,
"And go racin' in the street."

(*Racing In The Street*, Bruce Springsteen, 1978)

11:05 p.m., Monday, September 9, 1996

The song on the tape deck is a familiar old favorite, just like the road stretched out before the headlights of the cream and gold '86 Ford van rolling south from Modesto on U.S. 99. Highway 99, the main street of central California, rides shotgun to Southern Pacific's valley main line — two roads I've come to know well over 48 years of living. The twin ribbons of asphalt and steel have been a pathway to the soul for this son of the San Joaquin. No matter where the journey takes me, it usually begins right here.

It's been a long day, filled with last minute errands that include a quick trip to Sacramento to retrieve a camera from the repair shop. Normally, I'd call it a day and revise my travel plan for an early morning departure. But tomorrow is no normal day. Thirteen decades of California history are coming to an end. Twenty four hours from now, Southern Pacific will conclude its last full day of independence. Thirty six hours from now, 133 years of full-throttle railroading will vanish under the penstrokes that convey Espee's title into the hands of Union Pacific. The Octopus is sushi.

I've lost track of the times I've encountered Espee this way — catching up to the red blocks and rear markers of an eastbound train, watching the headlights on the highway playing on the cars as I work my way up to the head end, eager to discover what's on the point. My earliest memories go back to 1952 and SP's Los Angeles-bound *West Coast*, Pullman green and *Lark* gray heavyweights behind an MT-class 4-8-2. Tonight, steam is long gone, replaced by three generations of diesel. Tonight's version of the *West Coast* is a lumber-laden Eugene-West Colton "Q" train behind a pair of SD70M's, SP 9819 and 9815.

I pull even with the 9819 south of Merced, rolling down the side windows to absorb the full blast of the diesel's distinctive chime as the EUWCQ whistles over the rural grade crossings, working on yellow approaching Lingard. Blinded by the train's ditch lights, a barn owl flaps its wings and wraps its talons around a wire on the trackside CTC code line. Forty five minutes to midnight, three and a half hours to Tehachapi. With luck, dawn will find the 9819 approaching Tunnel Two.

6:57 A.M. — SUNRISE AT SANDCUT. Southern Pacific, September 10, 1996.

Tuesday, September 10, 1996, 6:05 a.m., Tunnel Two

"Double yellow at Ilmon, 9819 East."

Bingo! The scanner's been on all of ten seconds when last night's prediction comes to pass. Down in the canyon below Caliente, the EUWCQ is preparing to be my first train on a very special day. Well, make that the first train photographed. Trains have been rumbling under my bed all night long. You don't need an alarm clock at Tunnel Two. What you need is more than three hours of interrupted sleep.

It's a T-shirt morning in the Tehachapis — lows in the mid-60s according to the obscenely perky DJ on radio station KUZZ who greeted the 3:00 a.m. gas-'n-coffee stop outside Bakersfield — and I'm wearing an old favorite: Kevin Bunker's *Daylight* E9 design featuring SP 6051 from the state railroad museum collection. My hat's another prized warhorse: a tan corduroy ballcap with an SP Oregon Division safety patch that's absorbed the sweat of many a beet train chase. These days the shirt is rarely worn; the hat's been retired for years. But today? On this occasion the foamer's wardrobe has been carefully chosen and ceremoniously slept in. Storming up the 2.1% to tunnel Two at 6:28 a.m., half an hour ahead of the sun, the crew of Extra 9819 East seems unimpressed.

I'm keeping the day's shooting script wide open. Right now, a chase of the 9819 tops the list. But they're meeting a westbound pig train at the Bealville crossover — probably a Santa Fe, but I'll linger at Tunnel Two just in case. Good call! It's the LABRF, the hot *Los Angeles-Brooklyn* (Portland) *Forwarder* — the train I grew up knowing as the advance section of the fabled *Starpacer.* And today's F train looks like a *Starpacer:* a mile of silver piggyback trailers behind a locomotive consist straight out of 1966: SD45 7431 leading another Flare '45 and two 7300-series SD40s! Racing down the old highway from Tunnel Two, there's no time to beep-beep for the roadrunner striding across my path at Bena, where the sun peeks over the mountains at 6:57 a.m. Four minutes later,

"Tonight, tonight the highway's bright,
"Out of our way mister you best keep.
"Summer's here and the time is right,
"We're goin' racin' in the street."

PHOTOGRAPHY TED BENSON

7:05 a.m. — SP 7431 leads the LABRF up to Sandcut. "A locomotive consist right out of 1966."

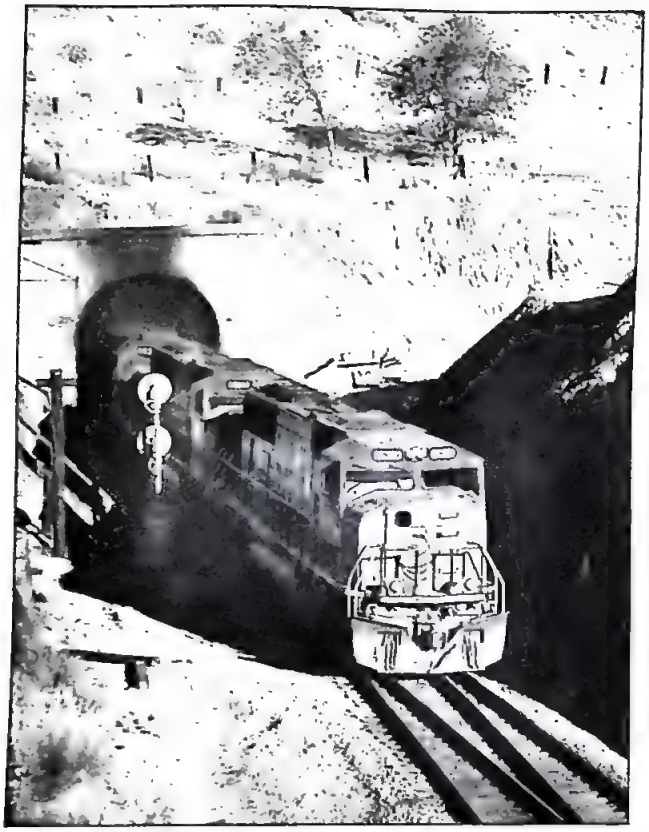
Extra 7431 West is blowing by the milepost 328.6 detector at "four nine miles per hour," thundering up the 0.9% to Sandcut under an amazingly clear exhaust. One good thing about filling your thermos at 3:00 in the morning — the coffee's still hot at 7:00. I pour my first cup and point Goldie down Tower Line Road, joining the trucks on Freeway 58 in search of 9819, Woodford and the loop.

8:05 a.m., Walong

It's a typical Tuesday on Tehachapi. An Espee tie gang is reporting for work at Woodford, a steel gang is looking for track and time at Rowen and the ribbon rail train is figuring out the day's moves at Caliente. We'll see most of our trains early and late with a five-hour work window in the middle of the day. I'm hoping there's time for a long lunch and nap.

Extra 9819 East sends up a pulsing cadence from Woodford, where the Tehachapi work train and Santa Fe 884 West hold for the meet. I bounce over the tracks and park inside the loop at Walong, opting for camera locations along the cut east of Tunnel 9. It's the first place I shot the loop back in 1972 — the first place most fans shoot Walong — and the sharp morning light is working to prime advantage. There's hardly time to admire Bill Hood's engineering genius before 9819 pops out of the tunnel and snarls past the west switch. Espee 8239, an SD40T-2, has been added to the SD70M lashup while 50 cars deep in the 76-car train, SD40M helpers 8582, 8587 and 8585 lend 9,000 more horses to 11,000 up front. In six minutes of complete cacophony, the EUWCQ ties itself in the obligatory knot and uncoils toward Marcel. Blessed silence fills the air, along with a cool breeze wafting up from the canyon of Tehachapi Creek. There's time for a second cup of coffee and contemplation.

No place defines "Tehachapi" like Walong. The railroad gains only 78 feet of elevation in the 4,800 feet between switches, but it's the way the rails climb, spiraling around a succession of 10° curves before executing the full 360 over Tunnel 9, that captures the imagination. Twelve decades have passed since William Hood's construction crews threw their iron lariat around the unnamed sugar loaf at Walong and created one of the wonders of the railroad world. Espee maintenance men have steadily upgraded Hood's railroad since, but no one has found a better way to move trains between Bakersfield and Mojave. Deciding on a place to spend my last day with the SP



8:05 A.M. — SP 9819 climbs eastbound through Tunnel 9 at Walong and three minutes later (**above right**) howls over helper 8582, in the midst of "six minutes of complete cacophony."

8:11 A.M. — HELPERS 8585/8587/8582 on the EUWCQ pass the Walong memorial bench. "A prayer of thanks to Cross, Reiss and all the 'brother rails' who paid the ultimate price."

was simple. There's no place like Tehachapi.

Not much has changed at Walong since 1972. There's more graffiti on the tunnel portal, but I've seen worse. Of course, there's the memorial. I'll never forget May 12, 1989. The day began with the joy of watching SP 4449 building steam at Fresno to bring a "Spirit of the West" shipper's special up the valley to Sacramento — and ended with the sobering television scenes from San Bernardino, where a runaway SP freight had careened into a quiet neighborhood after losing its air on Cajon Pass. Two brave railroaders perished that morning, conductor Everett Crown and brakeman Allan Reiss, along with two children in a trackside home. In memory of the two trainmen, plus "all who have given their lives for the Mountain Divisions of the Southern Pacific and Santa Fe Railroads," a large white cross, plaque and park bench were erected at Walong. There's no better day than today to pause and offer a prayer of thanks to Cross, Reiss and all the "brother rails" who paid the ultimate price in the execution of their duties.

The morning parade concludes at 8:38 a.m. as SP 9358 West slides off the mountain with two SD45T-2s, a Flare '45 and a straight '40 leading the *Los Angeles Pacific Coast Express* on the system's hottest Portland run. Up the hill at Cable, the tie gang has mounted a motorized assault on the roadbed between Tunnel 14 and the east switch at Marcel. The army will move west as soon as they clear the 9819 and Work Extra 8590 East. The Tehachapi work train is running cab-hop to Palmdale to meet the West Colton work train and return with a switch panel for Bakersfield.

A cab-hop? Absolutely! Of all the things I didn't think I'd see today, a working caboose must be Number One. Between the EUWCQ and conductor John Delvaux's massively overpowered work extra, the run into the Mojave Desert will be entertaining.

12:35 p.m., Mojave

One thing I can say about this town: over the last two decades, the restaurants haven't improved. Today's lunch is singularly forgettable. Passing a billboard for Marie Callender's on Highway 14 south of town only serves to inflame the seething mass behind my belt. Next time I'll go over to Lancaster. But the trains are here, and even on a slow day, Mojave is busy. The Blitz Local wanders out to the cement plant at Creal, the Palmdale work train spreads ballast at the site of a new bulk oil loading facility that will remove the fabled Oil Cans from Tehachapi, and over the hill from Ansel, Work Extra 8590 wanders back west with the switch panel in tow. Up in caboose 4759, conductor Delvaux is preparing lunch, stuck for another two hours behind the

8:25 A.M. — TEHACHAPI work train with SP 8590 and caboose 4759 departs Woodford eastbound. "Of all the things I didn't think I'd see today."

ballast crew's track and time. I've never seen a cheese sandwich look so good.

John's caboose is the real thing, a definite home away from home. A well-stocked ice chest and chesty pinups on the wall add to the ambience. Delvaux's held the work train the last two years. With all the wear and tear on the mountain, Tehachapi work trains provide a stable income. The railroad has changed a lot in the 14 years since Delvaux and I last crossed paths. In the summer of 1982, John was bringing one of the last Lone Pine locals over the Searles shoo-fly, a resurrected piece of 1908 right-of-way that had restored service to Trona while SP recovered from a disastrous tunnel fire. In 1982, Espee was still the railroad with big shoulders, the outfit undaunted by any natural (or unnatural) act. But two weeks after Delvaux's SD9s made the last run over the Searles shoo-fly, *Forbes* magazine pronounced the SP doomed. A year later, Santa Fe moved in for the kill. And tomorrow? "They're signing the papers tomorrow?" John Delvaux knew the end was near, but had no idea today was SP's last full day. "I'm not expecting any major earthquakes right away," he says of UP's takeover, but we both know change will come, as earth shaking as any tremor to strike Tehachapi. Lunch over, Delvaux steps into the doorway, peeling the label off his empty Dr. Pepper bottle. "No prize — try again." The moment strikes me as prophetic, but I'm too tired to determine why.

3:25 p.m., Marcel

Maintenance of way flagman John Garcia is ready to call it a day as he lines the tie gang's caravan into the set out track at Marcel. In 34 years with SP (and six prior years on Santa Fe), Garcia's handled every job on the section, most recently as truck driver or relief foreman. "I'm not real happy flagging," he explains. "I like to be moving around and getting my exercise. Standing in one spot all day you feel all the little aches and pains." Like others I encounter, Garcia's not aware that today is SP's last. He's not sure about Union Pacific, but with one year left in his railroad career, John isn't too concerned. "Next year I retire, so why worry?"

With the work window closed for the day, the Denver dispatchers can go back to running trains. Santa Fe occupies center stage for the next hour. The tie gang is still wrapping up loose ends when the 991 rolls east through Marcel with warbonnet GE 541 leading four GP60M's and a mile and a half of trailers. Over at Walong, ATSF 5060 East is holding outside Tunnel 9 as Santa Fe 5009 West slips down to clear the siding. Ahead of the two Santa Fes, SP's PTLAF manages to squeak through, hot on the FRED of the 991. Two more 1966-vintage SD40s lead the Portland-L.A. Forwarder, spliced by a lonely GP60. It's a typical power display for Espee: "cinder blocks" on the hotshots while the boxcar drags get new SD70M's.

A few fans have finally found the loop

12:35 P.M. — CONDUCTOR John Delvaux peels the label on his Dr. Pepper bottle aboard caboose 4759. "No prize — try again."

holiday, aware of the pending merger, but most pleasantly surprised to find themselves here at such a propitious moment. All considered, I can't get angry when one Englishman innocently parks his rental car on the fill adjacent Tunnel 9 and runs down the bank to photograph the over-under action between the two Santa Fe trains. A "local" wouldn't do that, but this guy's not from around here.

5:15 p.m., Walong

The Santa Fe standoff is quickly resolved as the 5060 East pulls its boxcar train into the siding above Tunnel 9. The 5009's non-clearing intermodal train resumes its downhill trek, and I expect the 5060 to be going any minute. The only scanner chatter I've noted on the SP side has been the 8255 West, and 5060's location on Walong siding obscures my view of the main line. I can see the westbound Espee train behind the red Santa Fe boxcars on the loop, but it's only when the train clears the tunnel, K-5 blaring, that I discover this isn't "SP 8255." It's SP 9801, trailing sister 9802 and SD40M 8592. With sundown less than two hours away, it's time to think about chasing a westbound down to Bakersfield. The sight of two SD70M's on the *West Colton-Eugene Manifest* makes the decision a "no-brainer," which in my advanced stage of sleep deprivation takes all the cognitive power I have left. At this point, with most of the day's photographic goals realized, I'm putting my shot selection on cruise control.

5:15 P.M. — SP 9801 WEST exits Tunnel 9 at Walong (**top**). "A few fans have finally found the loop."

Further creative function will revolve around the safety slogan on John Garcia's hardhat: "Stay focused."

6:45 p.m., Edison

What was it that cheery DJ said about this afternoon's weather? Highs in the mid-90s and a chance of cloudiness? It's been nothing but seamless blue sky all day, but from Freeway 58 I can detect a hint of cirrus west of Bakersfield. No big deal. Santa Fe 5009 is making great time down the hill, and 9801's right behind him. And then the detector at milepost 343.8 goes off: "stop your train, stop your train ... first hotbox, right side, axle two hundred." Dammit! Santa Fe 5009 comes to a halt between switches at Cliff.

Normally, I love to shoot Santa Fe on Tehachapi. Not today. This afternoon, Uncle John has done nothing but gum up the works. By the time 5009's hotbox is ruled out as detector malfunction, the clouds are covering Bena. The 5009 makes it through the classic "hills full of curves" shot above Tunnel Two in screaming sunshine, but by the time SP 9801 shows up, the golden grass is as gray as the locomotives' hoods. Ansel Adams couldn't get these tones to separate. Funny — the last time I shot here in May, a similar event occurred. As I told Dick Dorn then, I'm telling myself now: this is God's

3:25 P.M. — MAINTENANCE OF WAY flagman John Garcia puts away the tie gang at Marcel. *"I'm retiring, so why worry?"*

this afternoon, but overall, I'm a bit surprised that a day so significant in SP history has gone so unrecorded, especially on Tehachapi. Two of the half-dozen buffs at Walong are British, off to "the colonies" on

7:59 P.M. — SP 9801 prepares to depart Bakersfield westbound. "Like a moth to a flame ... it's hard to let go."

way of saying you're having too much fun.

The crew of the WCEUM might differ on the subject of "fun." Their hours of service expire at 7:00 p.m. Getting hammered at Cliff means they won't make Bakersfield. East of Edison, where Allard's clouds have melted into satin sheets of sunset gold, 9801 pulls down to a stop at Comanche Road. The road crew steps into a waiting van as a Bakersfield yard crew climbs aboard for the last eight miles into town. I've got 20 minutes of light left. Big deal. Today's sunset train is Santa Fe 895. And the sun's in the wrong place.

7:55 p.m., Bakersfield

There's nothing like a cold soda to take away the taste of a less-than-stupendous "last" photo. And who says I have to put the cameras away after sunset? The 9801's still sitting in front of the Bakersfield depot, blue flag and lantern hung from the engineer's armrest as the carman completes his inspection and air test. "Faux Flare" 8592 has cut off and moved to the service tracks, joining a few sister SD40M's awaiting helper calls. The soft yard lights playing over the SD70M's and their train remind me of Steinheimer's studies of Bakersfield nights 30 years ago. And like a moth drawn to a flame, where there's light, there's a photographer. It's hard to let go of this railroad, especially at this late hour. I burn film until the flags come down, then stop to count the cars and memories as Extra 9801 West rolls off into the valley night.

11:45 p.m., Fairmead

Modesto's an hour away, dinner was two hours ago, and this story is over. Almost. Espee has sent six eastbounds my way since leaving the truckstop cafe outside Bakersfield, and north of Madera, I'm finally catching up to one lonely westbound. Could it be? The covered hoppers on the rear tell me I'm right — it's the 9801. What better train to take me home?

This is no time for sweet country music on the radio. With three hours sleep in the last 48, I need a strong dose of rock 'n roll. That favorite old tape from 1984 is back in the tape deck, filled with pearls from Springsteen, Mellencamp, Steve Miller and Little Steven. I'm still hanging on the train's rear end two miles south of the hamlet of Fairmead when Neil Young unexpectedly pops out of the speakers. You want a definition of "serendipity"? This is it. The godfather of grunge is chugging into *Southern Pacific*.

"*Down the mountainside to the coastline,*
"*Past the angry tide,*
"*The mighty diesel whines ... .*"

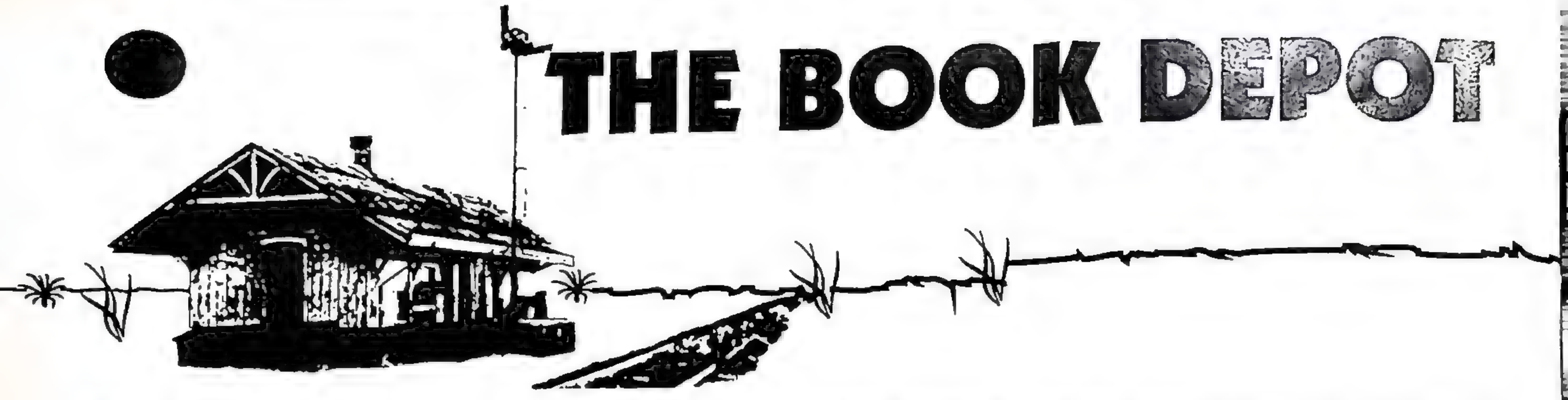
I put my foot into Goldie, ratcheting the old girl up to 80 m.p.h. We've *got* to get to the headend. Fifteen cars ... ten ... five. Extra 9801 West and Neil Young arrive Fairmead right on the chorus.

"*Roll on ...*"
HONK!
"*Southern Pacific.*"
HONK!
"*On your silver rails.*"
Honk! HOOOOOOONK!
"*In the moonlight.*"

You couldn't improve on an ending like this. The only thing missing is the moonlight.

6:47 P.M. — BAKERSFIELD yard crew "dog-catches" SP 9801 east of Edison. "I normally love the Santa Fe on Tehachapi, but not today."

THE BOOK DEPOT



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RAILROADIANA

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What's New?

Architect Jim Norton is a supporter of Amtrak and wants to help you show your support as well. He has produced (at his own expense) a 2½"×9" bumper decal with red, white and blue stripes that proclaims "Support an expanded Amtrak." Best of all, you can get a decal for free by mailing him a large self-addressed stamped envelope. If you want more, each additional costs $1.00, which goes toward producing more decals. Send your envelope to Jim Norton, 153 Rebecca Pines, Madison, AL 35758.

Do you collect railroad china? If butter pats are a part of your collection, then you will be interested in **ButterPat World** by Richard W. Luckin. It's a 256-page 8½"×11" hardcover book with 600 butter pat patterns, each with a photo, of not only railroads (232 patterns) but aviation (227 patterns) and ship lines (130 patterns) as well. There are brief histories of each carrier and pattern information concerning usage, rarity and method of decoration. The size of each piece and its manufacturer are also indicated with each photo caption. There are chapters on reproductions and the manufacturing of butter pats, along with a 22-page index. The book sells for $42.95 postpaid from RK Publishing, 621 Cascade Court, Golden, CO 80403-1581; 303/278-0669.

As the holiday shopping season approaches, we'll give a shameless plug to the soon-to-be-released **Fairbanks-Morse Locomotives in Color**, written by R&R editor Jim Boyd and published by Morning Sun Books. Just about every operator of an FM unit in North America is represented in vivid color, with contributions from many other photographers. The book will be on press by early October and will sell for $49.95. Watch this space for a full review as soon as it is available.

Calendar Call

Our calendar in-bin runneth over this month with a lot of colorful quality stuff, thanks to the arrival of some perennial favorites.

The **Don Ball 1997 Railroad Calendar** features 14 color photos from the late photographer's collection. Highlights of this 12"×24" fold-out calendar include scenes of a New York Central 4-6-2 at Poughkeepsie, N.Y.; Santa Fe power passing over its train at Tehachapi; a broadside view of excursion queen Nickel Plate 759; an Erie-Lackawanna train on Mill Rift trestle in Pennsylvania; a Rock Island E-unit rattling the diamonds at Joliet, Ill., and more. It sells for $12.95 from W.W. Norton & Company, Inc., 500 Fifth Avenue, New York, NY 10110.

Cedco Publishing has issued its usual passel of calendars with a variety of rail photography and art. The **Pennsylvania Railroad 1997 Calendar** has the expected

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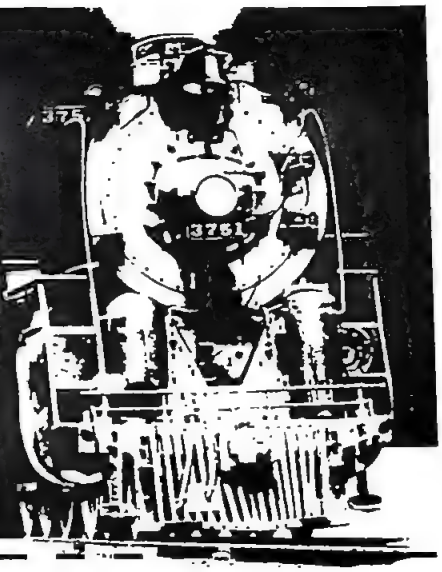

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Book Reviews

The President Travels By Train by Bob Withers, published by TLC Publishing, Inc., Rt. 4 Box 154, Lynchburg, VA 24503-9711; hardbound, 8½"×11", 432 pages, 200 black and white photos, $39.95 plus $4.00 handling.

The President of the United States has always needed to get around the country, even in the days before Air Force One. From the Civil War through World War II, the way to go was by rail. This book chronicles the lore of POTUS specials through the decades. The author states that it is not meant to be an all-inclusive work on the subject, but future writers will be hard-pressed to produce a work as thorough — and as entertaining — as this.

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RAILROAD CALENDARS

LACKAWANNA & WYOMING Valley Railway Historical Society 1997 Railway Calendar. Color cover and 13 black & white photos of rail, transit, and traction in Northeastern Pennsylvania. 11 x 17, $5.50 pp via first class mail. ($3.40 plus $1.90 postage and handling plus 20 cents tax.) Calendar, Dept. RR, PO Box 3452, Scranton, PA 18505-0452. 197

The first documented case of a chief executive riding the rails was when John Quincy Adams (actually a former president at the time) rode the Baltimore & Ohio between Baltimore and Relay House, Maryland, on December 17, 1830. Interestingly, Adams was involved in one of the earliest major train wrecks on the Camden & Amboy in 1833, when an overheated journal caused an axle on his coach to break. His car remained upright after going down an embankment, but the car behind his (carrying Cornelius Vanderbilt, no less) overturned, resulting in the death of two men.

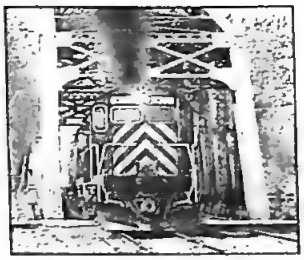
Andrew Jackson was the first president to ride the rails while in office, doing so in 1833 between Ellicotts Mills and Baltimore, Md. William Henry Harrison was the first to use the train as a campaign tool, doing so in his unsuccessful bid in 1836. By the time of Lincoln, rail travel was well-established as the way to get around the country.

What makes this book successful is author Withers style — it is not a straight historical narrative. The publicity with the book states that it "reads like a novel." It actually reads more like a set of short stories. You can pick up the book, flip to any section and enjoy what is there on its own. There are numerous sidebars sprinkled throughout the book with humorous and insightful anecdotes. The photos, in addition to numerous trackside views of equipment, include such gems as Harry Truman in a steam locomotive cab, the "Dick Nixon Campaign Special" keystone drumhead from his 1956 vice presidential campaign and Warren Harding driving the last spike into the Alaska Railroad. One of the most famous presidential photos of all time, Harry Truman proudly holding up the famous "Dewey Defeats Truman" newspaper, was taken with the president standing on the platform of the *Ferdinand Magellan*.

If you're even vaguely interested in politics and presidents, this is a book you should add to your collection. You'll find out how president-elect Franklin Pierce was almost killed in a train wreck, how the phrase "whistle-stop" became part of our culture and how FDR rerouted an entire train through New Jersey to visit his mistress. There are *lots* of good stories here — S.B.

next in month RAILFAN & RAILROAD

• **THE LIVONIA, AVON & LAKEVILLE:** This quintessential short line serving the Finger Lakes region of western New York state recently more than doubled its size and its distinctive fleet of Alco Century locomotives. Pete Swanson gives us a tour of the new LA&L that the only a native could.



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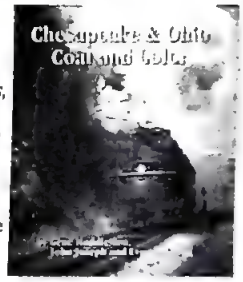

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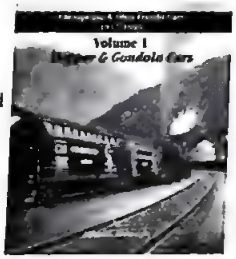

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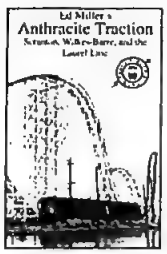
VIDEOS

by MIKE DEL VECCHIO

Frisco 1522 video fund raiser

One of the prominent fund raising items I saw in Frisco 1522's concession car during Topeka Railroad Days was **"The 1522 Story,"** by Gandy Dancer Productions, for exclusive distribution by 1522's caretakers, the St. Louis Steam Train Association, 1901 Mistflower Glen Court, Chesterfield, MO 63005. SLSTA members Dave Roeder (pronounced Raider) and Andre Jackson guide the viewer through the basic operations of a big steam locomotive and the restoration of 1522, using still photos. More black and white photos illustrate 1522's in-service days on the Frisco. After the history, the viewer is taken trackside for the balance of the tape to watch the 1522 in action. Some of the scenes show the 1522 hauling the Union Pacific excursion fleet, the NS cars (possibly the only time members of both fleets were on one excursion) and various others during the 1990 NRHS Convention. What follows for most of the rest of the tape is alone worth the price of admission. The 1522 hauls a short, roughly-1500-ton, freight on the 120 hill-and-dale miles from St. Louis to Newburg, Mo., over Frisco rails and under cloudy skies. It puts on a stunning show literally blowing the yellow and orange leaves off nearby trees. Lots of pacing and cab footage are also included. Some of the titles and illustrations at the beginning are a little primitive by today's standards, but action-wise the tape is tops — worth the modest price for a worthy cause. 30 minutes, $20.00 plus $5.00 shipping.

Feature Reviews



"Ed Miller's Anthracite Traction," produced by Transit Gloria Mundi, 36 East 27th St., Baltimore, MD 21218; 800/428-7003; VISA and MasterCard accepted, VHS only, 60 minutes, $39.95 plus $3.00 shipping (Md. res. add sales tax).

The Pennsylvania anthracite region is rich in railroad lore — the Lackawanna, Delaware & Hudson, Erie, Jersey Central and Ontario & Western all tapped the coal under its mountains. In addition to the steam roads that hauled hoppers through the hills, there was also an active traction presence as well, anchored by the interurban Lackawanna & Wyoming Valley, the "Laurel Line." This tape shows

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the Laurel Line route between Scranton and Wilkes-Barre and streetcar action within both endpoint towns. Scranton Transit's nine post-war routes are shown as are seven routes in Wilkes-Barre. Ed Miller, a well-known historian of the anthracite rail scene, shot the footage between 1946 and 1948.

Maps introduce each of the 17 route segments, giving the viewer an idea of how all the lines interconnect with each other. The footage is arranged geographically to follow each route out of the city, and all the cars throughout the tape are outbound cars unless otherwise indicated. Combined with the maps, this format gives the tape continuity and makes it easy to follow. By grouping all the footage from each line together, the narrators have time to explain details about each route.

The tape begins with color scenes of the Wilkes-Barre system's seven routes, in the reverse order of their abandonment. We quickly see that the photography is superb, and it's rock steady. It isn't long before we get our first look at non-passenger traction action, as a work train is sent out to load up with mine rock to repair a washout on the Nanticoke line. There is also a timeless black and white scene of workers removing rail and ties from a bridge on the Georgetown line, silhouetted against a bright sky. The Wilkes-Barre segment wraps up with scenes of the cars having their electrical gear removed, steps cut off and trucks removed by lifting the cars with a crane before being loaded onto a flatbed trailer for the final trip to the scrap yard.

From streetcars in Wilkes-Barre, the tape moves to the two-car high-speed trains of the Lackawanna & Wyoming Valley, the "Laurel Line." The opening scene from the L&WV yard next to the huge Lackawanna station in Scranton is interesting — a Laurel Line train moving along while a string of hopper cars moves in the same direction on the elevated DL&W main line in the background. A variety of scenes over the 30-mile line are presented, including trains crossing Roaring Brook and passing the large roller coaster at Rocky Glen Park. After the color views of passenger service come many black and white sequences of boxy motors pulling freight. In total, there are eleven minutes of Laurel Line action.

The scene shifts north for the final 17 minutes as nine routes of Scranton Transit are presented. Once again, each route is presented geographically. As with the Wilkes-Barre segments, the photography is superb, and the images are presented in a logical geographic sequence.

Producer Carl Schultz put the tape together, then played the footage for Ed Miller to get his comments on tape so that a narration could be written. After getting the comments Carl realized that Ed had done a pretty darn good job, and he wisely used the recording as the primary narration with a few filler comments by Carl. Miscellaneous dubbed streetcar sounds and appropriate soft music provide the backdrop.

Simply put, this is an excellent tape. The color film has reproduced nicely, and the photography is excellent. With the photographer also doing the narration, it gives the viewer a sense of having "been there" with Ed Miller as the film was shot. Any historian of traction or of Pennsylvania's anthracite region will enjoy this tape — S.B.

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CAMERA BAG

by JIM BOYD

Better Than the Mainstream?

GUEST COLUMNIST: MIKE DEL VECCHIO

"SHOOT GREAT LANDSCAPES!!! Eleven masters show you how" screamed the big, bold type on the cover of the October 1996 *Popular Photography*. Okay, I'm hooked. Always interested in improving my photography, I start reading what these mainstream captains of composition have to say. Since railroad photography is often landscape photography with, hopefully, a train running through it somewhere, any tip from any master may one day come in handy. The author of the cover story, "Mother Landscapes; mother nature is the toughest portrait subject" was Dan Richards.

As you would expect, the landscapes presented are stunning — many creatively framed by foreground elements to add depth and to vary the shape and direction of the image. And after studying them, I'll even admit to that railfan daydreaming habit of envisioning each of the scenes with, say, a trio of BNSF SD70MAC's skirting the lake with a coal train, or a Ten-Wheeler lazily moving a mixed train past the row of trees in blazing fall colors.

"*Pop Photo*" staffer Herbert Keppler then followed the photo gallery with lots of advice using a series of Art Wolfe photos to illustrate his points. But the recurring theme in all of the discussions, though, is sunlight and the strong suggestion that the best landscape photography is done during the first and last two hours of sunlight.

Where have we heard early and late lighting talk before? Nearly all of the railfan hobby's most accomplished shooters have often uttered and thought those words in search of the perfect golden glinted train. Even practitioners of roster shots prefer that precious early and late sun, albeit more for its low angle and the added detail that it illuminates than its warm, penetrating hues.

Rail photography has an added complication to landscape photography in that a train must be well composed and well lit within the well-composed and usually well-lit landscape. And I know I'm not the only rail photographer who's watched many a spectacular sunset (and a few sunrises) waiting for a train to punctuate the scene.

Some of the other points preached by Richards are also pertinent to our discipline. "Patience ... the right light can't ever be held to an appointment" is something all who practice rail photography can relate to.

"Try all the angles." Good point. What's in the viewfinder is only one of a 360-degree circle of possibilities. If you've got the time, sometimes a little adjustment can make a big improvement in the scene. But always respect private property.

"Know your equipment. There's no excuse for missing a shot because of a fumbled ... dial or switch. Know your rig, in and out."

"Get in shape: Landscape photography is not for chronic couch potatoes." Some of the best vistas in railroading require heavy walks, and to many fans the hiking and camping is a big part of the fun. But know your limits and carry basic first aid items and bottled water with you. No shot is worth dying for.

"Don't be afraid of a little enhancement." Richards talks about gadgets like warming filters and polarizers that can work subtle

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C.L. Katz '96
PSST... HEY, OLD... FOR SOME REAL ACTION, TRY THE CREATING OTTER LEAVE AND THE CAW.

wonders. For a railfan the polarizer and a flash strobe can be among the most important accessories in the camera bag. I would encourage any rail photographer to buy a polarizer, open up two f-stops and learn to use it. The polarizer gives you wonderful control over reflections; it can add or remove the sky's reflection from locomotive carbody sides, lakes and ponds; it can severely reduce floodlight glare from carbody sides; it can add or remove the sky's color influence from green leaves and much more. (We'll cover the polarizer in more detail in a future CAMERA BAG.)

The on-camera strobe when balanced with the ambient exposure, while not enough to light the dark side of a locomotive, often pops out enough light to add color to those overhanging branches and tree limbs, porch roofs, pumpkin piles, the taco shop surrounding the ornate window or any other elements we use to frame our photos. Perhaps landscape shooters should try framing a row of mountains from within that quaint small town luncheonette nearby. (Outdoor flash work will also be covered later.) When used properly, both the small strobe and the polarizing filter should be barely detectible.

"Learn composition by doing." While author Richards mentions the classic "rule of thirds" of composition and knowing when to stray from it, he says "Good compositions are always found by looking and seeing and wonder and play, not by draping [the scene] in rigid orthodoxy." Some of the rail hobby's best-known and best loved photographers got that way by pushing the envelope of conventional composition. Every shot can't be a prize winner, but now and then when the opportunity presents itself, try an unusual composition. You might be pleasantly surprised what a little creativity or framing can do for what would otherwise be a fairly typical image.

After reading both articles, it was quite apparent that we rail photographers have more in common with mainstream photography than we may think, right down to sometimes making several hikes to a favorite spot to catch just the right light or to add a different-time-of-year look (or motive power variety). Do you wonder how the mainstream masters would react if they had to wait for the light *and* the train?

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Los Angeles Red

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John A. Lee writes that he received passes for the Southern California Chapter of the Electric Railway Historical Society for exploration of the subway extension several weeks before it opened. Mr. Lee notes that each of the stations has its own architecture and $1 million of art. He writes that the Vermont Avenue station is double-decked, with the westbound track on the bottom level and the eastbound track directly over the westbound station platform. As the eastbound trains leave they drop down to the crossovers for the Vermont-to-Hollywood main line. The North Hollywood extension is scheduled to open in several years.

Martin Gombert also wrote about the extension. He rode the line a few days after it opened and says the trains were crowded. He makes a good point that the subway now reaches far enough out of downtown Los Angeles that major savings can be made by transferring from bus to rail and vice versa. During the rush hour the service in the new subway will operate approximately every five minutes. Off-peak during weekdays the headways will be about every eight minutes, and in the evening hours will be about 20 minutes. Saturdays, Sundays and holidays will have periods of ten-minute headways.

San Diego Old Town extension

Thursday, June 13, 1996, was opening day for the Old Town Transit Center of the San Diego Trolley. The brand new station is of a late 19th Century style, as befits its Old Town location. There were complimentary rides and celebrations at all the new stations on the line. Community Ride Day was Saturday, June 15, and the service changes with the new north/south Old Town segment began on June 16. Since it was Father's Day, the San Diego Trolley helped celebrate by allowing two young people 18 years old or younger to ride free with one full-fare-paying companion. This policy continued on all Sundays until Labor Day.

The cost to build the 3.2 miles from Cedar Street north along railroad right-of-way to Taylor Street in Old Town from the north end of downtown San Diego was $111.2 million. Trolleys from Old Town are part of the north/south line and operate to San Ysidro at the international border. The new stations on the line are at Middletown/Palm, Washington Street and the Old Town Transit Center. Building the line to Old Town was expensive because of two underground grade separations at Grape and Hawthorn Streets and overpasses at Laurel and Witherby Streets. A pedestrian subway was also constructed at the Old Town Transit Center.

Douglas I. Duncan rode the line and reported the newest 2000-series cars were in service. He noted the smoothness of the ride, the comfortable seats and attractive interiors. At midday he noted three-car trains were in service. The Old Town station has four tracks and two bus lanes. An underground passage connects the depot with another bus lane and public parking on the west side of the BNSF/Amtrak/Coaster tracks, which lie to the west of the San Diego Trolley line. Many thanks to Douglas C. Reynolds, Roger Jenkins and Douglas I. Duncan for the information.

Midtown Direct to Manhattan

When New Jersey Transit began its new Midtown Direct service, it expected 1,500 daily riders. Over 4,100 passengers rode the first day of revenue service; that meant lots of crowding. Midtown Direct allows certain trains on NJT's Morris & Essex Line to access Penn Station in New York, via a long-talked-about connection where the two lines cross in the meadows. Previously, all M&E trains terminated in Hoboken.

Midtown Direct was called the Kearny Connection while the service was in the planning and construction stages. The new connection saves M&E's mid-town riders 30 to 40 minutes each way in their commutes. The time savings could be the biggest improvement to the timetable since DL&W bored its own tunnel through Bergen Hill in 1874. The one-seat ride is very attractive to New Jersey commuters. Up to the creation of Midtown Direct, North Jersey residents using M&E service had to change to PATH subway trains at Hoboken that were often highly overcrowded. In the past, of course, mid-town passengers rode ferries from Hoboken to a variety Manhattan terminals.

At the present time NJ Transit operates 21 trains a day in each direction to and from Penn Station on the M&E. One of these trains originates in Gladstone and 20 originate in Dover. This weekday-only service, initiated mid-June of 1996, added weekend service on September 8, 1996. Midtown Direct trains operate every 30 minutes during the rush hour and hourly off peak. As part of the trip, travelers will experience lights-out

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by GEORGE M. SMERK

Line Expansion

on the connection during the change-over on the fly from the Morris & Essex's 25,000-volt operation to the Northeast Corridor's 11,000 volts. To serve the Midtown Direct riders, many stations have expanded parking, including Denville, Far Hills, Chatham, Convent, Morristown, Lyons and Mountain View. Thanks to John Spychalski for the news.

New Metro-North station

Commuters on Metro-North Commuter Railroad's Hudson division will be pleased at the opening of the new station at Cortlandt. This is the first new full-service station to open in New York state since Metro-North began operations on the erstwhile New York Central lines in 1983. The station replaces Crugers and Montrose; these stations were located in places where it was impossible to expand either the station or the parking. The new station is located between the stations it replaced, roughly five miles north of Croton-Harmon and the M-NCR shops.

CSX to MARC: Leave!

The Maryland Rail Commuter Service pays CSX $15 million a year to run its passenger trains on CSX tracks. Its contract expired in October of 1995 and has yet to be renewed. CSX showed its displeasure with MARC commuter trains by stopping service to Camden Yards for Baltimore Orioles games.

Now CSX complains it is limited to running its freights between 9:00 p.m. and 5:00 a.m. to stay out of the way of MARC's scheduled commuter trains. CSX claims its freights have a poor on-time performance, which is costing the railroad lucrative business; as a consequence, CSX wants the exclusive use of its tracks. In order to keep the commuter trains running, one idea is to build a third track along the lines that are used by both CSX for freight and MARC commuter trains. The cost of the increased trackage would be about $800 million, and CSX's position is that it would be up to MARC to pay for it. We'll see how this one pans out. Thanks to Marion J. Zych and to Charles Bogart for the information.

Cutting grade-crossing accidents

We know that a lot of people behave like complete idiots when they get behind the wheel of an automobile. Particularly stupid is driving around crossing gates on a freight, commuter rail or light rail line.

One way to stop this inane behavior has been tested by the Metropolitan Transportation Authority in the Los Angeles area. Motorists who drive around lowered crossing gates of the Metro light rail Blue Line between downtown Los Angeles and Long Beach may have their pictures taken by an automatic camera. The cars are then identified from their license plates. The local municipal courts fine the miscreants $104 for their misdeeds. Photo enforcement is now in place at 17 Blue Line grade crossings.

Another tactic is taken by the Connecticut Department of Transportation in league with ABB Traction, Inc. A one-year demonstration will begin in fall 1996 where the ABB equipment will be added to the signaling system at the School Street grade crossing in Mystic, Connecticut, along the Northeast Corridor. The system features quadrant gates that fully block the street crossing. Intelligent electronics will be installed in the wayside equipment and on the train, and continuous radio communications will be available between the two. The system detects automobile intrusion on the railway path and will command the oncoming train to stop before it reaches the crossing. It will then instruct the train to proceed as soon as an all-clear is detected by the electronics at wayside. The system minimizes motorists' wait at grade crossings and provides the train operator with constant feedback about situations at the crossing. Let's be careful out there.

Flashes

An excellent brief history of the trolley lines in northern **KENTUCKY** is in the article "Streetcars of Northern Kentucky" by Earl W Clark, Jr. It appears in Volume 3, Number 2 of *Northern Kentucky Heritage* magazine. For more information, contact Karl Lietzenmayer, 501 E. Southern Ave., Covington, KY 41015.

NEW JERSEY TRANSIT awarded a $6 million engineering consulting contract to study rail transit in the Philadelphia suburbs of South Jersey. The two firms working together on the project will evaluate various route locations and prepare specifications for the firm that will actually build the line.

The Siemens transit team won the DBOM contract to design, build, operate and maintain Tren Urbano in **SAN JUAN**, Puerto Rico. Siemens is a vertically integrated firm that manufactures many of the system's items itself.

A 48-inch cast iron water main on 40th Street between Broadway and 7th Avenue in **MANHATTAN** burst on the afternoon of Saturday, May 4, 1996. The failure of the 1902-vintage water main brought a flood of water into basements and nearby subway tunnels. Subways as far south as 14th Street were affected. The trains began running again on May 6, thanks to the hard work and quick action on the part of New York City employees.

More patrols will be found around stations on Metrorail in **NORTHERN VIRGINIA.** An increase in crime and a carjacking by armed youths who used the Metro to get to the Eisenhower station on the Yellow Line prompted local officials to demand more security. Thanks to Marion J. Zych for the information. Mr. Zych also tells me that the Washington Metro board voted to lower bus fares for commuters who use buses to reach Metrorail stations.

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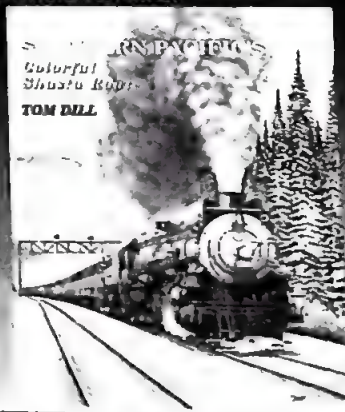

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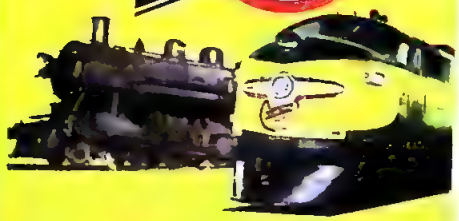

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EDITORIAL COMMENTARY

The 1996 Cover One Contest

The 1996 Cover One Contest brought out the color, with a total of 123 photographers submitting 1042 images in the form of 939 slides and 103 prints. The last "open subject" contest was in 1994 (last year had a "winter" theme) and drew 122 photographers submitting 1024 images. The first entry for this year's contest arrived well before we even announced the contest — Norman Barrett's entry arrived on June 21. The first round of judging was done by associate editors Del Vecchio and Barry, which whittled the total down to 134 contenders by 49 photographers.

Editor Boyd joined the judging on the second round, with 51 images making the cut, all transparencies. The third round narrowed the field to 29 solid contenders. We took a break at this point, and came back the next day to pick the eleven winners. To get as many "names" into the winner's circle as possible, we decided that we would only give one award per photographer. There were about five photographers, however, with multiple entries in the final 29.

In the 1995 contest ten of the eleven winners were on Kodachrome film. This year there were only four Kodachromes among the winners, with one Ektachrome and six taken with Fuji films. Both the first and second place winners were taken with Fuji Velvia. It's apparent that more photographers are thinking "cover contest" when they shoot, as eight of the eleven winners were taken since the deadline for the 1995 contest.

The First Place winner was taken by a photographer who is no stranger to the cover. Les MacDonald of Conway, New Hampshire, completed his "hat trick" by taking First for the third time. His previous winners were in 1992 and 1994. His photo of Conway Scenic Railroad FP9 6516 crossing Stoney Brook near Bartlett Village, N.H., certainly met our number one criteria — the photo must be colorful. And those diesels with their dulux gold noses certainly caught our eye! The pristine snow was the clincher. Les's entries gave the judges the most trouble, since he had no fewer than five legitimate winners in the final cut, any of which would have made an excellent cover.

Our Second Place award goes to David G. Lange of Eugene, Oregon. He caught Amtrak's *Coast Starlight* framed by scotch broom outside his hometown on June 8, 1996. The judges were amazed that anyone could get a prize-winning photo of the non-photogenic Amtrak "Genesis" units. Had that unit been a "Pepsi Can" P32-8, it might have been enough to bump this shot into first place — although the one real "problem" we had with the photo was the top of the tree protruding into the middle of the unit. This is David's first published photo in R&R. (See the write-ups on the two top winners in WE'D LIKE YOU TO MEET ... on page 12.)

The nine runners-up are presented in random order on page 63. Semaphores are always popular subjects for the Cover One Contest, and Karl Kraus of Fanwood, New Jersey, took a "going away" view of Springfield Terminal 640 passing one of the blades on Conrail's Southern Tier Line at Cameron, New York, on June 11, 1988. Karl submitted this image as a tribute to disappearing "traditional railroading."

Frederick G. Bailey of Charlestown, New Hampshire, lensed the southbound *Vermonter*

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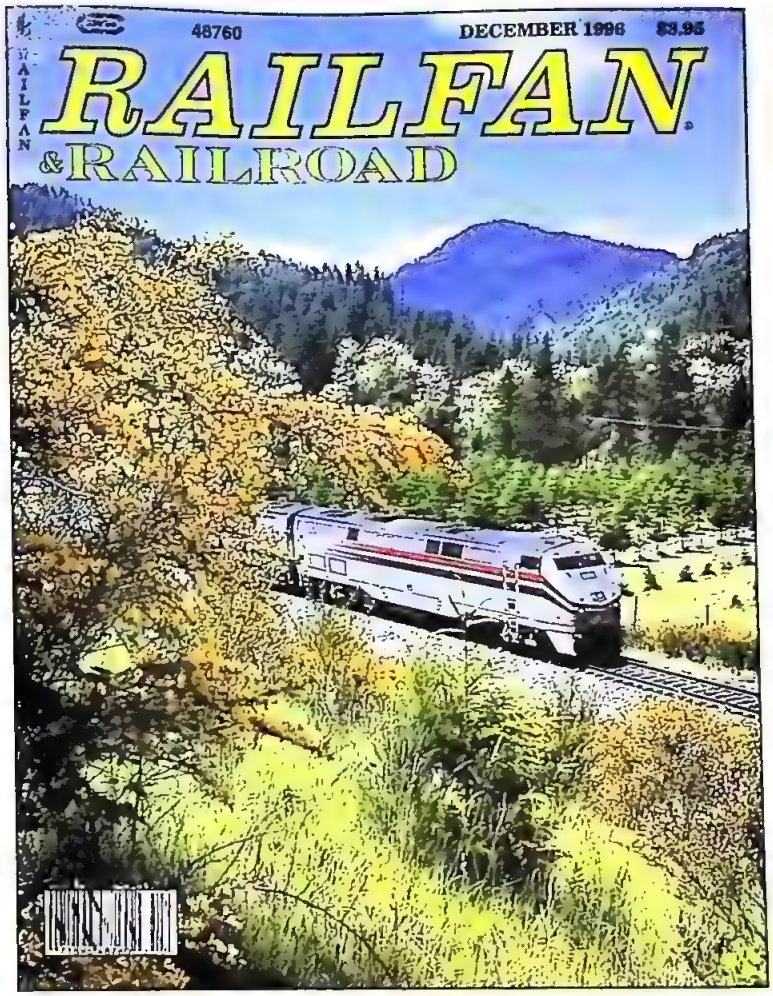

David G. Lange

at White River Junction, Vermont, while New England Central train 324 did some switching. It's unusual for both trains to be in town simultaneously, but the severe January 1996 thaw was causing havoc on the NECR, and Fred was on hand to take advantage of the very late-running 324.

Lance Wales of Rockford, Illinois, captured a set of Santa Fe warbonnets on a double-stack train north of Brandsville, Missouri, on August 1, 1994. It's actually BN train No.82, a Santa Fe run-through, on the old

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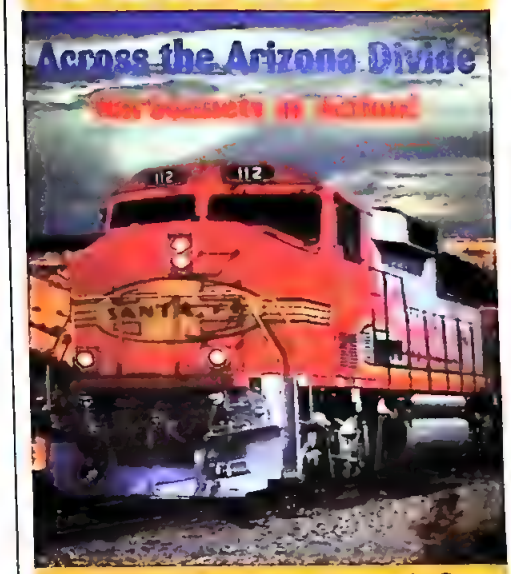
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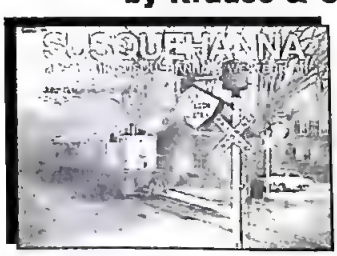
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Frisco. The train is heading up the two-mile-long 1.35% Strawberry Hill.

Back on the New England Central, Mike Confalone of Goffstown, New Hampshire, captured train No.324 crossing the White River at Sharon, Vermont, in October 1995. A "looking up" view of a train on a bridge is a consistent contender for a cover, and Mike combined the view with some autumn foliage to produce his winner.

A bright red engine combined with a bright orange tree produced a winner for Bob Bahrs of Morris Plains, New Jersey. He caught CP Rail SD40-2 5419 on an eastbound New York, Susquehanna & Western freight at Stockholm, N.J., on October 17, 1995. Bob won the 1993 Cover One contest.

Steam often does well in Cover One contests, but this year only one steam scene made the eleven winners. F.J. "Rick" Ahearn of Baldwinsville, New York, captured Cumbres & Toltec Scenic 2-8-2 487 in Chama, New Mexico, under the moon on May 7, 1993.

Thomas T. Baker of Whitehouse Station, New Jersey, ventured to Housatonic, Mass., to capture freight NX13 on the Housatonic Railroad in October 1996. Once again, this is a combination of a "looking up" view on a bridge combined with autumn colors.

Commuter trains aren't usually associated with rugged tunnels, but that's the combination used by Don R. Flynn for his runner-up shot. He photographed Metrolink F59PH 864 exiting Tunnel 19 in Soledad Canyon on the Santa Clarita Line with a Saturday Shoppers' Special on December 9, 1995.

Green is the word for the runner-up image taken by Jamie Miller of San Rafael, California. He lensed California Northern SD9s 201 and 202 with GP15-1 107 on Lower Ridge Hill near Willits on April 8, 1996. The judges particularly liked the way the yellow handrails and lumber car snapped out against all that green.

Congratulations go out to all this year's winners, and we thank all those who entered. To simplify next year's contest, the theme will be "Conway Scenic Railroad Scenes by Les MacDonald."

Just joking. Besides, thus far Les has only won in even-numbered years. Next year's contest will be open to any railroad subject taken at any time of the year by any photographer. We'll be announcing the details and deadlines by mid-year. Until then, keep your camera sideways — S.B.

On the road with 844

Jack Wheelihan of the SP 4449 crew was working as one of the firemen on the Union Pacific 4-8-4 844 crew this past August and had some interesting observations:

"During the 844's two day-trip from Council Bluffs, Iowa, to Chicago's Proviso Yard over the former C&NW double track main line, we encountered an operating condition unique to late '90s railroading.

"UP regulars Steve Lee and Lynn Nystrom worked the first half of each day's trip, and Bob Krieger and I worked the second half. We would also handle the spots to water the passenger cars and tenders before tying up for the night. Bob and I had gone on duty at Sterling, Illinois, on Sunday, August 25, for the last leg into Elmburst and tie-up in Proviso. We were soon informed that one of the hottest eastbound pig-trains was less than two hours behind us and would run around us on the westbound main track, probably west of De Kalb. Naturally the dispatcher wanted this run around to take place out in the corn fields so that none of the thousands of lineside spectators would be present when the 70-m.p.h. hotshot blasted east on the 'wrong track' and hit someone.

"When the allotted time and location came, between Rochelle and Creston, we slowed to about 30 m.p.h. between two CTC controlled sets of crossovers 'out in the corn.' The hotshot crossed over to Track 2 behind us and proceeded to accelerate east.

"Now, remember, the former C&NW is all left-hand running, so I can't see him coming past us on the engineer's side. I'm just minding my own business as we ease along at 30 m.p.h. with a light throttle and a drifting fire. With a speed at least 30 m.p.h. faster than ours, the eastbound blasts past Bob's cab window. Neat: one ... two ... three of Erie's latest for power. I glance forward out my cab window to watch him continue east and ... what the heck! The entire front of the 844 is covered in smoke! Damn, I forgot to watch my fire as the hotshot probably pushed a big blast of air up under the firebox.

"I quickly back up on the firing valve, adjust the atomizer and add a little blower, then check forward again. Damn. The smoke is even thicker now! What the heck is going on with my fire? I lean over to the firedoor peep-hole and with my left hand pull the firing valve back until the flame goes out, then one notch forward and we now have a nice, small spot fire. She *can't* smoke now!

"WRONG.

"I still can't even see the pig train.

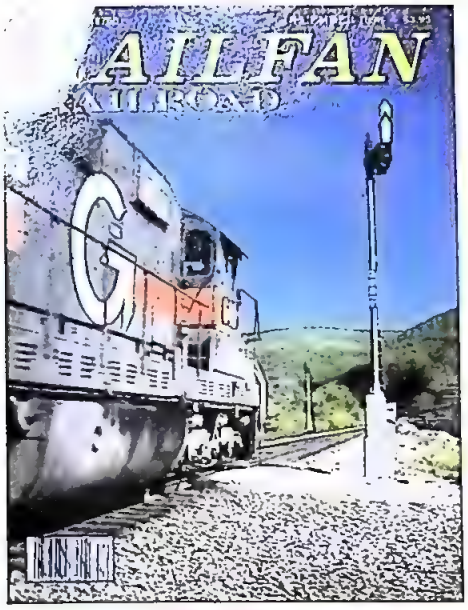
"Suddenly I'm aware that both Krieger and the pilot engineer are laughing at me like crazy. What? What'd I do? Bob yells above the noise of the flying eastbound that, 'It's not you, its those GEs!' I check forward again, and, sure enough, all the smoke is continuing to roll, but much further ahead of us now. Obviously the engineer on the eastbound had advanced the throttle one or two notches right next to us and ... .

"Well, everyone on the train and out in the countryside wrongly thinks that the steam engine sure made a lot of smoke!"

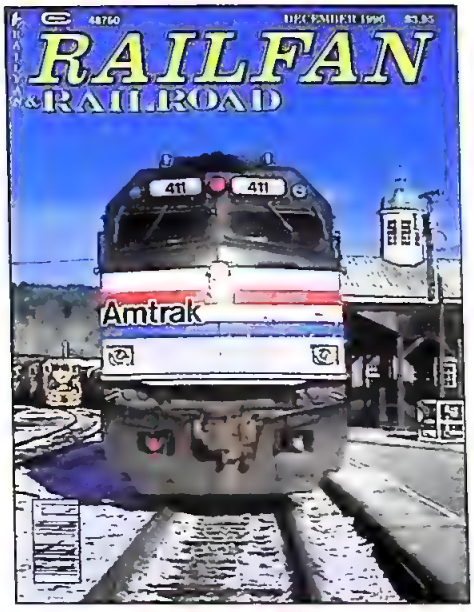
I was trackside at Creston and ducked over to the north side of the main line to be in position just in case the piggybacker and 844 came through town together. I regret now that I didn't bother with a "dark side" shot of those GE's. The pigger's FRED cleared just seconds before the 844 entered the shot (**below**). Fireman Wheelihan, just moments after his smoke panic, gave me a giant wave as he spotted me along the track.

JIM BOYD

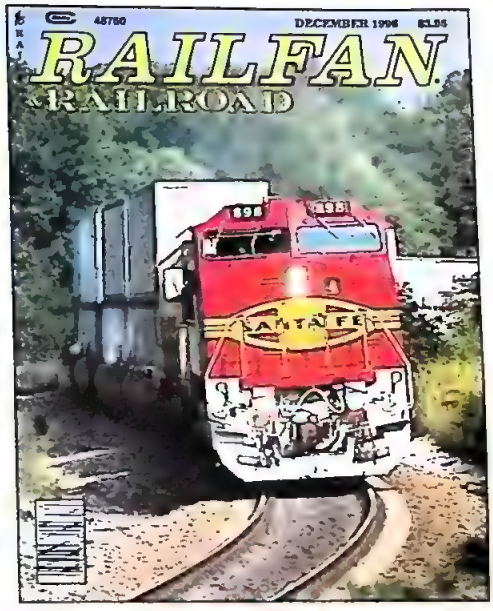
Departing De Kalb a short while later, he put on a crowd-pleasing show with a perfect "passenger plume" of light smoke as the 844 accelerated beneath the concrete coaling tower that still spans the main. Some guys just know how to fire.



Karl Kraus



Frederick G. Bailey



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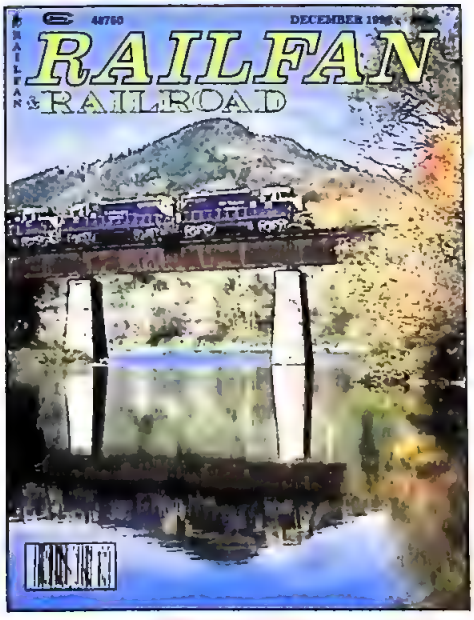

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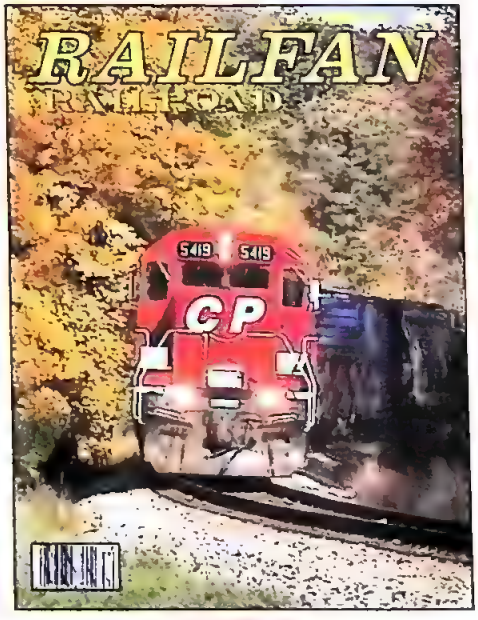

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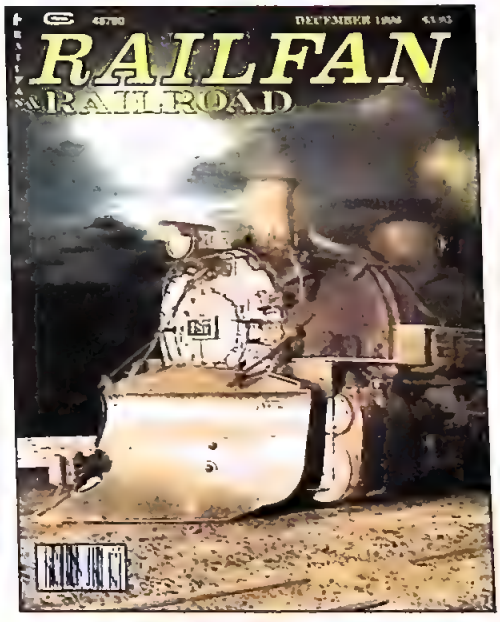

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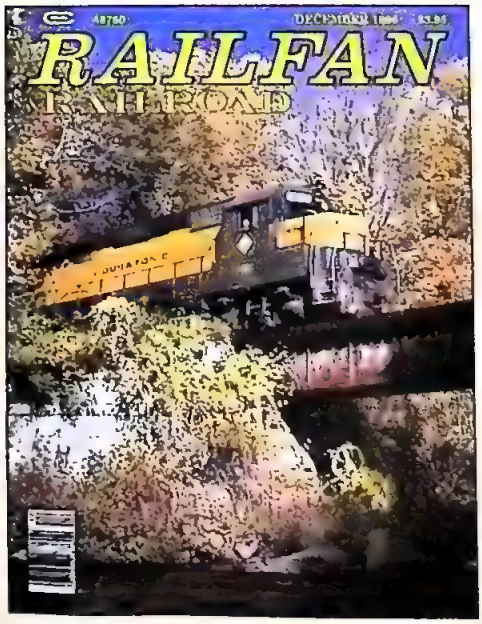

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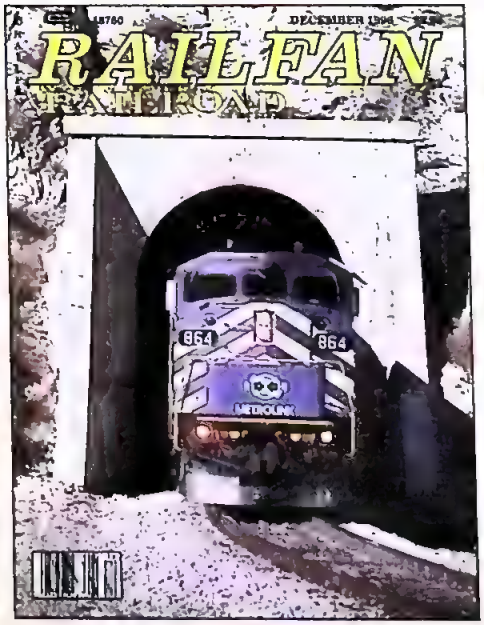


Don R. Flynn

Jamie Miller

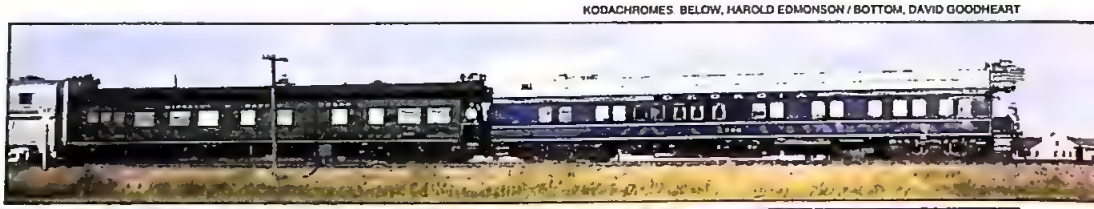
"DIXON HILL" was assaulted by two different steam locomotives in two different states within two weeks of each other. While the R&R editor only grudgingly admits that the Frisco's Dixon Hill in Missouri is a bit more famous than the North Western's Dixon Hill through his Illinois hometown, both brought out the best in a couple of main line locomotives. Union Pacific 4-8-4 844 made easy work of C&NW's Dixon Hill (**below**) on August 25, 1996. UP's "greyhound" is back in black for 1996, having last run in 1991 in two-tone gray *Overland* paint, and it stormed up Dixon Hill en route to a series of trips on UP's former-C&NW lines sponsored by the non-profit Pacific Limited Group. (Boyd also concedes that Dixon, Ill., is probably better know as the hometown of another "favorite son," former President Ronald Reagan.) The UP 4-8-4's ferry move to Illinois had began on August 21, 1996, (**left**) with the customary freight train behind auxiliary tenders and tool cars out of Cheyenne, Wyoming. On September 4, 1996, Frisco 4-8-2 1522 had just crested the Frisco's legendary Dixon Hill in Missouri (**center**) during its ferry move from Topeka Railroad Days back to the Museum of Transportation in St. Louis (**page 28**). This Dixon Hill was home turf for 1522 before retirement.

TOP EKTACHROME JACK WHEELIHAN / ABOVE FUJI VELVIA, JIM BOYD

FUJI PROVIA MIKE DEL VECCHIO

KODACHROMES BELOW, HAROLD EDMONSON / BOTTOM, DAVID GOODHEART

PRESIDENT CLINTON campaigned on privately owned business cars *Georgia* and M-K-T 403 (**right**). Three Amtrak AMD103s led the train at Whiting, Ohio, August 27, 1996 (**below**). See RAILNEWS.



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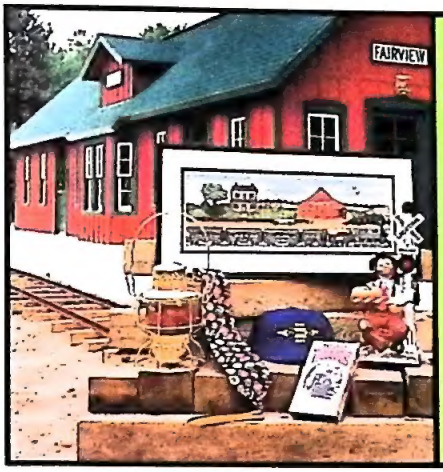

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READING & NORTHERN, one of the first Conrail Express roads, ran an inspection train through Lehigh Gorge to Coxton, Pa. U23B 2395 (**right** and **below**) sports the new Conrail Express image. See RAILNEWS.

KODACHROME: LARRY MALSKI

KODACHROME: JOE VANHOOREBEKE

DELAWARE-LACKAWANNA Railway painted RS11 1804 into the striking corporate livery of parent GVT. It was at Archbald, Pa., on September 12, 1996, with unit coal train UAB. See RAILNEWS.

PENN-JERSEY LINES painted Baldwin AS616 554 into the Reading-inspired livery of parent SMS Rail Services (**above right**). On September 3, 1996, former-Trona 54, nee-Kaiser Steel 1012-B, moved cars at Bridgeport, N.J. on SMS trackage. See RAILNEWS.

KODACHROME: SANDY BURTON

MORRISTOWN & ERIE bought its first non-Alco: SW1500 No.20 (**right**). Built as RF&P 91, the Juniata shops remanufactured and painted the unit. "The 20" will work the Bayshore Terminal operation near Elizabeth, N.J. See RAILNEWS.

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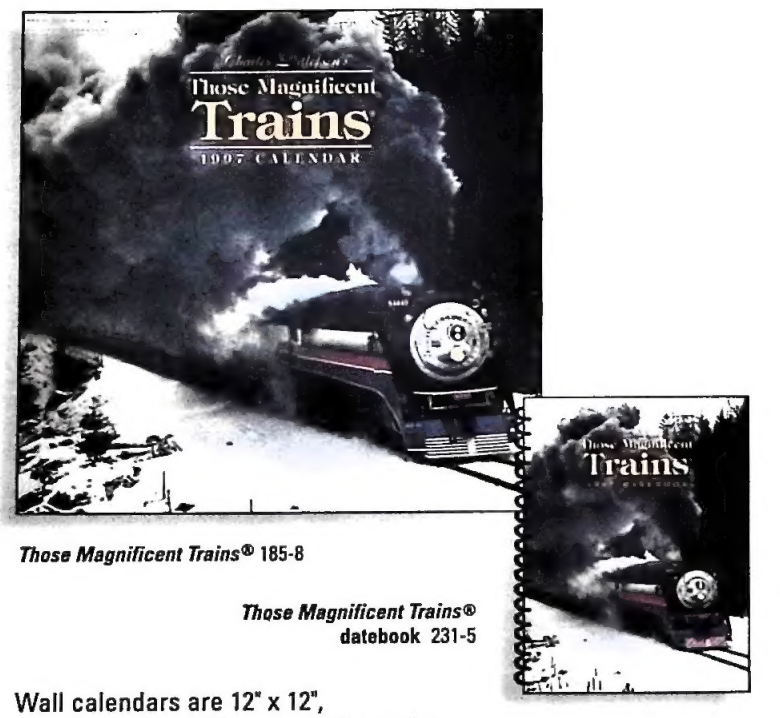

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